



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

THE BEST THING
IN SIGHT
IS
CROOKES' GLASSES.
N. LAZARUS,
Optician,
17, Queen's Road C

No. 18,782. 號二十八百七千九萬一第 日九廿月九年酉辛 HONGKONG, SATURDAY, OCTOBER 29th, 1921. 六拜禮 號八廿月拾年拾國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS
BOORD & SON
CORDIAL
OLD TOM
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and
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FINEST
DRY
GIN
LONDON BOTTLED
SOLE AGENTS:
CALDBECK,
MACGREGOR &
CO., LTD.
15, QUEEN'S ROAD CENTRAL.
Tel. No. 13

CARTRIDGES!
NEWLY ARRIVED.

A large consignment of **ELEY'S**
SPORTING CARTRIDGES, 12,
16 and 20 bore, loaded with the Sportsman's
favourite powders—E. C. and SMOKE-
LESS DIAMOND.
THE HONGKONG SPORTING ARMS
& AMMUNITION STORE,
Nos. 5-6, Bessonsfield Arcade. [58]

A LING & CO.,
19, Queen's Road Central,
HONGKONG.
FURNITURE AND PHOTO
GOODS STORE.
Glass Etching, Sign-Board and
Mirror Maker.
Canton Marble in Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone 1219. [59]

FRENCH LESSONS
G. MOUSSON.
15, Morrison Hill Road. [40]

PEAK TRAMWAY CO.,
LIMITED.
TIME-TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes.
11.45 p.m.
SATURDAY.
Extra Car—12 midnight.
SUNDAY.
7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 5.30 " " 15 " "
5.30 " " 6.00 " " 10 " "
6.00 " " 6.30 " " 15 " "
6.30 " " 8.10 " " 10 " "
NIGHT CARS
As on Week-Days.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
The Vaux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Comptroller Order represent-
ing Bank Notes [15]

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 18th, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS.

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891	No. 892	No. 893	No. 894	No. 895	No. 896	No. 897	No. 898	No. 899	No. 900	No. 901	No. 902	No. 903	No. 904	No. 905	No. 906	No. 907	No. 908	No. 909	No. 910	No. 911	No. 912	No. 913	No. 914	No. 915	No. 916	No. 917	No. 918	No. 919	No. 920	No. 921	No. 922	No. 923	No. 924	No. 925	No. 926	No. 927	No. 928	No. 929	No. 930	No. 931	No. 932	No. 933	No. 934	No. 935	No. 936	No. 937	No. 938	No. 939	No. 940	No. 941	No. 942	No. 943	No. 944	No. 945	No. 946	No. 947	No. 948	No. 949	No. 950	No. 951	No. 952	No. 953	No. 954	No. 955	No. 956	No. 957	No. 958	No. 959	No. 960	No. 961	No. 962	No. 963	No. 964	No. 965	No. 966	No. 967	No. 968	No. 969	No. 970	No. 971	No. 972	No. 973	No. 974	No. 975	No. 976	No. 977	No. 978	No. 979	No. 980	No. 981	No. 982	No. 983	No. 984	No. 985	No. 986	No. 987	No. 988	No. 989	No. 990	No. 991	No. 992	No. 993	No. 994	No. 995	No. 996	No. 997	No. 998	No. 999	No. 1000	No. 1001	No. 1002	No. 1003	No. 1004	No. 1005	No. 1006	No. 1007	No. 1008	No. 1009	No. 1010	No. 1011	No. 1012	No. 1013	No. 1014	No. 1015	No. 1016	No. 1017	No. 1018	No. 1019	No. 1020	No. 1021	No. 1022	No. 1023	No. 1024	No. 1025	No. 1026	No. 1027	No. 1028	No. 1029	No. 1030	No. 1031	No. 1032	No. 1033	No. 1034	No. 1035	No. 1036	No. 1037	No. 1038	No. 1039	No. 1040	No. 1041	No. 1042	No. 1043	No. 1044	No. 1045	No. 1046	No. 1047	No. 1048	No. 1049	No. 1050	No. 1051	No. 1052	No. 1053	No. 1054	No. 1055	No. 1056	No. 1057	No. 1058	No. 1059	No. 1060	No. 1061	No. 1062	No. 1063	No. 1064	No. 1065	No. 1066	No. 1067	No. 1068	No. 1069	No. 1070	No. 1071	No. 1072	No. 1073	No. 1074	No. 1075	No. 1076	No. 1077	No. 1078	No. 1079	No. 1080	No. 1081	No. 1082	No. 1083	No. 1084	No. 1085	No. 1086	No. 1087	No. 1088	No. 1089	No. 1090	No. 1091	No. 1092	No. 1093	No. 1094	No. 1095	No. 1096	No. 1097	No. 1098	No. 1099	No. 1100	No. 1101	No. 1102	No. 1103	No. 1104	No. 1105	No. 1106	No. 1107	No. 1108	No. 1109	No. 1110	No. 1111	No. 1112	No. 1113	No. 1114	No. 1115	No. 1116	No. 1117	No. 1118	No. 1119	No. 1120	No. 1121	No. 1122	No. 1123	No. 1124	No. 1125	No. 1126	No. 1127	No. 1128	No. 1129	No. 1130	No. 1131	No. 1132	No. 1133	No. 1134	No. 1135	No. 1136	No. 1137	No. 1138	No. 1139	No. 1140	No. 1141	No. 1142	No. 1143	No. 1144	No. 1145	No. 1146	No. 1147	No. 1148	No. 1149	No. 1150	No. 1151	No. 1152	No. 1153	No. 1154	No. 1155	No. 1156	No. 1157	No. 1158	No. 1159	No. 1160	No. 1161	No. 1162	No. 1163	No. 1164	No. 1165	No. 1166	No. 1167	No. 1168	No. 1169	No. 1170	No. 1171	No. 1172	No. 1173	No. 1174	No. 1175	No. 1176	No. 1177	No. 1178	No. 1179	No. 1180	No. 1181	No. 1182	No. 1183	No. 1184	No. 1185	No. 1186	No. 1187	No. 1188	No. 1189	No. 1190	No. 1191	No. 1192	No. 1193	No. 1194	No. 1195	No. 1196	No. 1197	No. 1198	No. 1199	No. 1200	No. 1201	No. 1202	No. 1203	No. 1204	No. 1205	No. 1206	No. 1207	No. 1208	No. 1209	No. 1210	No. 1211	No. 1212	No. 1213	No. 1214	No. 1215	No. 1216	No. 1217	No. 1218	No. 1219	No. 1220	No. 1221	No. 1222	No. 1223	No. 1224	No. 1225	No. 1
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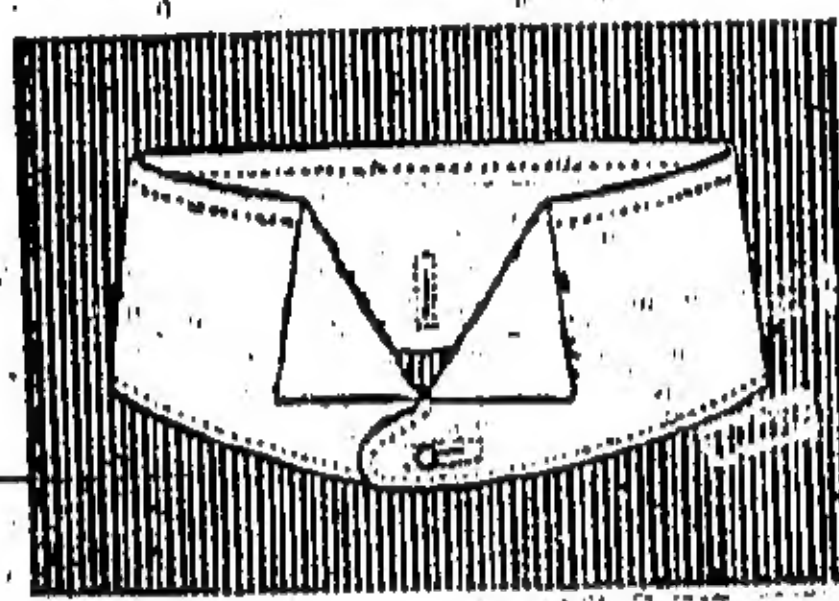
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MR. BALFOUR ON THE LEAGUE OF NATIONS.

In the course of a general debate at Geneva on the work of the Council of the League of Nations, Mr. A. J. Balfour had this to say on the subject:—

Lord Robert Cecil has complained that the volume which you all have before you, the volume embodying an account of the labours of the Council, which is the subject of our immediate consideration, is rather a dull volume. It is a very dull volume. I recommend nobody to occupy their lighter hours by a study of its contents. Lord Robert's solution is that we should find men of literary eminence who would add eloquent and picturesque touches to the rather dry record of facts which the volume contains. It would be a delightful remedy if only it could be applied. But I do not know whether it is within the sphere of practical politics, that we should direct the Secretary-General to look about for distinguished men, of letters—French or English: I suppose they must be either French or English, as these are the two languages employed—who should so enliven the pages of this record that the world at large would put it on its breakfast table, and that the work of the Council should become a topic of habitual conversation in all intellectual and social circles. I am afraid that is hard to carry out. The truth is, that the report would be twice as interesting, if it could only be made four times as long. All the topics dealt with here are really of extraordinary interest, if one had the details, the historic setting. A man who really knew all the circumstances attaching to these negotiations, to this work and its conclusions, would get an insight into contemporary history and into past history, and into the relations between the two, which would be of profound interest. But that can only be done if you put in details which would swell a volume, not already very small, to many times its present bulk. I doubt whether that is possible, though I should, I admit, like to see some of the matter there in a really interesting way. For if they were put in, all the complaints as to the dullness of the document would, I am convinced, be removed, or, at least, mitigated. At present, I make only one suggestion. If any stranger to our work wishes to extract from this volume some idea of the magnitude and the value of our labours, let him not attempt to read this volume; let him content himself by reading the table of contents. Let him go over the items one by one; let him consider the arrangements that we have succeeded in making, or that we have attempted to make, between nations which were in dispute. Let him consider that we are actually governing two important regions of the earth, and may have yet to govern more. Let him remember that we have established, or are in process of establishing, a Court of International Justice. Let him remember that we have set up machinery for protecting minorities, and that we mean that that machinery shall work. Let him remember that we are dealing with the question of disease all over the world, and not to swell this enumeration to undue lengths, let him also remember that we have played no unimportant part in the efforts which all men of goodwill are making, wherever they may be, to re-establish upon some solid basis that economic prosperity, without which, all the efforts of the League in the direction of peace, contentment and goodwill among men must necessarily fail. Any man who reads this index should then ask himself this one simple question: were the League of Nations abolished to-morrow, what body either exists, or could be found, which could do these things? If he asks himself that one question, I will answer for him that he will get up from the perusal of this table of contents a convinced and lifelong supporter of our work. (Loud applause.)

A DEADLY WAR GAS. RESPIRATORS OF NO AVAIL.

Sir William Pope, speaking at the Convention of the Society for Chemical Research at Montreal, declared that at the time of the Armistice a new vapour was discovered against which respirators would be of no avail. It was so strong, he said, that it would stop a man if it were present in the atmosphere in the proportion of one part to five million. At the same time the Allies had sufficient supplies of mustard gas to have enveloped the Germans knee-deep.

Sir W. Pope urged that from the humanitarian point of view gas was more merciful than high explosives. Chemical agencies, he added, would be the sole deciding factor in future wars.

One of the great characteristics of the English people is laziness. — Canon Lyttelton.

WHAT IS EYESTRAIN?

The eye has certain tiny muscles. When objects we look at do not come up to a sharp focus in the eye, these muscles exert themselves unduly and enable us to see clearly in spite of the defect. These muscles tire and relax causing the objects looked at to become blurred and indistinct. Upon closing the eyes for a few seconds the muscles become more or less rested and objects are clear again for a brief period. Properly fitted glasses correct eye-strain, whether caused by astigmatism or age. The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 83, Queen's Road, Central, have the equipment to fit your glasses properly. — ADVZ.

CHINESE BORROWING. MORE THAN 50 RECENT LOANS. SALT SURPLUS AS SECURITY.

The Kuo Wen News Agency says it learns from very reliable sources that during the past several months the Peking Government has borrowed not less than \$40,000,000 with the salt surplus as security. More than 50 different loans of from several lakhs to several millions of dollars represent this huge sum. The money, which comes from Chinese and foreign sources—20 odd banks in all—includes \$25,000,000, yen 10,000,000, francs 5,000,000, German marks 5,000,000, Italian lire 12,000,000. The larger part of the money comes from Chinese banks, but the foreign banks have loaned not a small amount to Peking. The Bank of Communications has lent \$4,000,000 in two payments, the Russo-Asiatic Bank has made 19 loans (\$1,000,000 the first time and smaller sums on various other occasions). The loan of the 5,000,000 German marks was also made by the Russo-Asiatic Bank, which has loaned in all about \$4,000,000; The Futung Banking Corporation (backed by the Yokohama Specie Bank) \$3,000,000; The Pien Yih Bank two loans totalling \$1,750,000; The Poyang Commercial Bank twice totalling \$3,000,000 and yen 1,900,000; The Hongkong and Shanghai Bank four times totalling \$1,200,000; the Exchange Bank of China \$500,000, yen 4,000,000, and German marks 500,000; The Yen Kee Bank \$1,000,000; The Shen Kue Bank twice totalling \$300,000; the Ming Hun Bank \$500,000 and taels 700,000; Asia Development Co. yen 2,500,000; Kango Bank yen 400,000; Okura Co. yen 2,450,000; Bank of Commerce francs 4,500,000; Yung Tai Bank francs 1,000,000 and Sino-Italian Bank Lire 1,200,000. Other banks have loaned smaller sums of from \$200,000 to \$300,000 to the extent of \$1,600,000.

It is interesting to note that in all these loans, salt surplus has been given as security. The total amount of the Salt Surplus is \$90,000,000 per annum, but with the Southern provinces, as well as Chang Tso-lin and a few military leaders in the North, withholding their shares, the actual income from this source is about \$15,000,000. This amount certainly is not enough to cover these loans amounting to \$40,000,000 plus interest. If this is kept up next year's surplus and the year after next will not be sufficient.

SHANGHAI TRADE.

Messrs. Libert & Co.'s Piece Goods Market Report says:—

Scarcity of money amongst native financial circles has brought trade almost to a standstill during the week, native credit being practically paralysed for the time being, and rates of interest remaining at an excessively high figure, i.e., Tls. 0.70 per Tls. 1,000 per diem, which is equivalent to about 25 per cent. per annum. With money standing at this figure it has become impossible to finance any but the smallest parcels of imports, and clearances are consequently very much smaller than was the case in previous weeks. There is unfortunately little prospect of immediate relief from this state of affairs as the native six-monthly settlement of accounts takes place this month and caution is likely to be the watchword amongst the banks until that is successfully concluded.

The only bright spot in the picture is the fact that not only in Shanghai but more especially in the up-country markets, there is very little stock of cloth, from which it may be inferred that a substantial buying movement is likely to be experienced when the monetary situation permits.

HONGKONG VOLUNTEER DEFENCE CORPS.

OR EES BY LIEUT.-COL. L. G. BIRD, D.S.O.

ADMINISTRATIVE COMMANDANT.

PARADES.

Field Day, Sunday, 30th.

Mounted Infantry parade at Star Ferry, Kowloon, at 8.30 a.m.

Dress: Drill order (helmets) with haversacks and water-bottles, bandoliers.

Infantry and Machine-gun Platoons parade at Blaka Pier at 8.30 a.m.

Dress: Khaki jackets (helmets) shorts, or kilts, belts, braces and pouches. Haversacks and "water" bottles. Rifles and sidearms. Greatcoats should be taken and left on the launch for use on the return journey. Haversack rations and blank ammunition will be issued at Blaka Pier.

Recruits drills will be held at Headquarters on Monday, the 31st inst., and Kowloon Docks, on Friday, November 4th, at 5.30 p.m.

Dress: Plain clothes.

PROMOTION.

No. 228 Pte. W. D. Fiddes-Wilson, Mounted Infantry Section, to be Lieut.-Corpl. dated the 28th inst.

REVERSION.

No. 186 Lieut.-Corpl. A. G. Simpson, M.O., Scottish Co. Headquarters, is permitted to revert to the rank of Piper at his own request dated October 28th, 1921.

CADET COMPANY.

The Company will parade at Headquarters on Monday, the 31st inst., at 5.30 p.m.

Dress: Drill order with carbines.

G. F. E. Ransom, Bt-Major, Adjutant, H.V.D.C.

Hongkong, October 28th, 1921.



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THE WAR MEMORIAL.

NURSING HOME DECIDED UPON.

In amplification of the brief report we published yesterday we give the following details:—

A meeting of subscribers to the Colony's War Memorial was held in the Board Room, at Messrs. Jardine, Matheson's, on Thursday afternoon. There were about twenty persons present, representing \$132,785 out of the total sum of \$155,700 subscribed (which does not include money paid over from the Peace Celebrations). The meeting was presided over by Mr. D. G. M. Bernard (in the absence from the Colony of the Hon. Sir Paul Chater, C.M.G.), and others who attended were the Hon. Mr. H. R. Rollock, K.C., Hon. Mr. H. W. Bird, Hon. Mr. Ho Fook, Hon. Mr. Lau Chi Pak, Hon. Mr. A. G. Stephen (Hon. Treasurer), Col. L. G. Bird, Dr. G. M. Harston, Rev. J. Kirk Macdonald, Messrs. C. Montague Ede, R. M. Dyer, E. J. Chapman, Percy Smith, A. Dennison, E. P. C. Hornall, F. Hall and M. J. Brien (Hon. Secretary).

The CHAIRMAN said: This meeting has been called to put before you a scheme for a war memorial, which I hope will meet with your full support. Perhaps an apology is due to you for the long delay in submitting a scheme to you, but as you will remember, in addition to the cenotaph, the idea was to build a club for the use of the Army, Navy and civilians. We have just been informed that the authorities have a scheme in hand which has made it necessary for us to abandon this idea of a club. The Committee now have in view, as an alternative, the erection of a first class nursing home, where medical and nursing attention would be provided in the most up-to-date and practical manner. It is felt that this would be a great boon to the Colony, and such an institution cannot be expected from private enterprise nor as a Government proposition alone. His Excellency the Governor has been consulted, and has promised his support.

The CHAIRMAN read a letter from H.E. the Governor to Sir Paul Chater, approving the suggestion and saying, provided that the Committee were able to get a satisfactory scheme, he would be willing to recommend to the Council that the Government contribute dollar for dollar for the money subscribed by the public, subject to a maximum of \$900,000, and also to provide a site if a suitable one could be found. This promise was made on the understanding that the Government would not be called upon to make any further contribution in the future and that the institution would be managed in the interests of the community and not with a view to making a profit.

The CHAIRMAN proceeded to say: Up to the present time, subscriptions paid and promised to the War Memorial amount to about \$170,000, or a surplus, after paying for the Cenotaph, of about \$145,000. It is hoped that many who did not care to subscribe to the Club will be found desirous of subscribing to what would unquestionably be of great benefit to the community. As the proposition now before you differs from the original scheme, it is necessary to ask the subscribers' permission to devote their subscriptions to this purpose. Of course if this be approved, and some subscribers do not wish their subscription utilized for a nursing home, they may either ask for it to be earmarked for the cenotaph or returned to them. I therefore now beg to propose.

"That the subscriptions to the War Memorial over and above the amount required for the Cenotaph be devoted to the erection of a Nursing Home."

When this has been seconded, I shall be pleased to hear any remarks or answer any questions to the best of my ability.

Mr. C. MONTAGUE EDE seconded the resolution, and mentioned that he went last week with Sir Paul Chater, the Hon. Mr. A. G. Stephen and Mr. Dennison, to try and find a suitable site and they suggested what they considered to be an admirable site a little way above the hair-pin bend, which crosses Bowen Road. It was protected from the setting sun and open to the Southern breeze in Summer. It was about 450 feet above sea level, and was below the fog-line. It was easily reached by motor-car, being about a twenty minute run from the Post Office.

Dr. HARSTON, supporting the proposal, said there was a growing need for a nursing home in the Colony, and such an up-to-date establishment as the Committee contemplated would be greatly appreciated. He suggested that the nursing home should not only be adequate for present day needs but have room for extension to meet the future needs of our growing Colony.

In reply to a question by the Hon. Mr. H. W. Bird, the CHAIRMAN said it was intended that patients in the home should pay.

Mr. Bird asked whether it would not be possible to make a rule whereby those who had served at the front might be admitted free.

The CHAIRMAN said that the suggestion would receive sympathetic consideration. He mentioned later that the nursing home would be available for the Chinese, and was not intended solely for the use of Europeans.

The proposal was agreed to unanimously.

PORTUGUESE PORT DUES.

BLOW TO BRITISH SHIPPING.

The British Government has called the attention of the Portuguese Government to the latter's decree of August 6th, which enacts that all foreign ships entering or anchoring in Portuguese ports must pay port dues in gold. Portuguese ships, however, continue to pay in the ordinary paper currency, and thus an unfavourable discrimination is made against foreign shipping, which is for the most part British. *Reuter.*

THE POLICEMAN'S "PIC-NIC."

DARK DOINGS ON A SAMPAN.

DISAPPEARANCE OF THE "FAMILY HEIRLOOMS."

"A Policeman's Pic-nic"; that's what the fisherman said he thought it was. Whether the policeman found it exactly a "pic-nic" the reader will be able to judge.

In inky darkness, on the night of October 24th, Police Sergeant Carey, of the Water Police, going to and fro on the face of the waters, put in at Causeway Bay. There were sampans there with no lights. Borrowing a dinghy, he boarded some of them and on one he found a box which seemed rather heavy. He asked the sampan woman to open it; she did not do so, but handed her keys to another woman who opened the box. A game of "snap" seems to have followed, and the first woman won. No sooner had the lid been lifted than the woman made a grab at something. The sergeant grasped it after her; it was something hard and heavy. He was between the two women; they both set upon him to gain possession of the mysterious parcel. The next moment, the sergeant was attacked from behind by a fisherman from the next sampan. The fisherman seized him, dragged him away from the two women and fell with him through the awning of his own sampan. By this time the coxswain of the police launch had arrived and the sampan people gave over. The mysterious package, however, had vanished into thin air, or more probably, water.

The fisherman and one of the sampan women were charged, before Mr. Orme, yesterday morning, with obstructing the police in the execution of their duty, and Sergeant Carey told the story related above.

"What made you search this particular boat?" asked Mr. A. E. Hall, who defended. "Instinct, I suppose!" "You could put it down to instinct," said the sergeant.

FROM SISTER EXPERIENCE.

"Have you heard of a sampan man having the audacity to attack a European policeman?" inquired Mr. Hall.

"Yes, I have; too true," replied the witness, ruefully. "I myself—"

"However, Mr. Hall did not want to hear how the witness was once attacked with a chopper by one of these mild-mannered boat-dwellers."

"You submitted to that treatment," said Mr. Hall, scornfully.

"I hit him, to protect myself; I admit that," said the sergeant.

"I put it to you, that you hit the women, too?"

"No, I don't hit women," said the witness.

The Magistrate: I have heard of sampan men having the audacity to attack, or drag away, a European policeman.

The witness, in reply to further questions, denied that he first put his hand on the parcel, but he agreed that the women set up cries of "Snatching."

Coxswain C421 spoke of hearing the commotion and cries of "Snatching."

He went the sergeant's aid. When the coxswain came on the scene the position, described in the old song was reversed. It was a case of the policeman being "safe in the arms of the sampan man."

Mr. Hall (to the coxswain): You made no attempt to help the sergeant?

The witness: No.

Mr. Hall: You ought to be dismissed from the Force for neglect of duty.

The witness was understood to say that before he could get to the sergeant the sampan man released his hold.

Mr. Hall asked the Magistrate to find that the charge of obstructing the police had not been made out. His defence, if called upon, would be that there was a packet containing jewellery and money in the box; the sergeant made grab at it and there was a struggle for the packet.

The Magistrate: What happened to the packet?

Mr. Hall: The defendants allege that the sergeant threw it overboard in the struggle. As to the charge of obstruction, they had every right to catch hold of the sergeant if they thought he was going to make away with the packet.

The Magistrate: That would be very dangerous doctrine. If we accepted that, searches by the police would be at an end.

DANGEROUS DOCTRINE.

Mr. Hall called the fisherman to give evidence on his own behalf. He said: "I saw the police sergeant moor the launch and get into the dinghy. I thought he was going for a picnic."

Coming to the occurrences on the sampan, the defendant said, "I provided a light for the sergeant. The box was opened and the sergeant scattered the things about. When the women tried to prevent the sergeant from taking away the packet containing jewellery and pinned me down. The package was dropped; I don't know where it went to."

The Magistrate: What were these family heirlooms? Are they all lost, now?

Defendant: I do not know; I have been in custody ever since.

What did they consist of?—A dowry. Yes, but what were they all?—Bangles, finger rings and a small quantity of money.

Mr. Hall asked the Magistrate if he wished to hear any evidence in corroboration.

The Magistrate: I tell you, frankly, I believe the sergeant's story. I cannot believe the man's story. It does not impress me at all. If you think the woman will add to your case, by all means call her.

Mr. Hall: The policeman walked on board and started taking things away without giving any reason.

(Continued at foot of next column.)

CARRYING LOADS TO THE PEAK.

THE OBSERVATIONS OF THE REV. H. R. WELLS.

The Rev. H. R. Wells, a member of the Commission on Child Labour made a visit of inspection to one of the haunts where people carrying loads to the Peak were resting and the following notes by him are included among the appendices to the Report:—

"Having heard that children were carrying loads to the Peak, I made a visit to one of their haunts. A number of women and children were sitting down, and my attention was first called to a boy who seemed to be very weak; it not ill. He was eating a cake, but seemed to have little appetite for it, the time was about 9.30 a.m. His mother was sitting beside him, evidently somewhat anxious about him. I asked his age, and said about nine, or ten (Chinese reckoning). On being asked which burden the boy was carrying, she pointed to many loads and said 'that one,' adding 'there are many more, ask them.' I looked about and saw a very small boy, he was eight years of age (English reckoning, say about 6½ years), he was with his mother, and she said that he must work, or he would not have food to eat. The mother was a widow and came to Hongkong to get work, and finding that the boy could also get work, had set him to earn what he could. He had two loads of twenty-two catties (22 lbs. each), these loads he took one by one, carrying each a short distance, and then returning for the other. Further enquiry elicited information to the effect that he had his breakfast at 6 a.m., and began to carry as a place near the central market, on the sea front, at six a.m., and had got so far, his work would be finished at about five p.m. He could earn eight cents for a day's work, carrying fifty-eight pounds (forty-four catties) weight of coal to the Peak. It was stated that he could only work about ten days a month, and that women could only work about twenty days. The child earned eight cents a day, or eighty cents a month, but he had to get some lunch, and it was said that this might cost three cents a day, so that his clear earnings would only be about fifty cents a month. This sum seems hardly sufficient to pay for medicine for him, as seems probable, he should have occasional sicknesses. It seems to be a wicked way to use the time and energy of such a child. Other boys and girls of ten, eleven and twelve years of age were in the neighbourhood at work, it was said that a twelve-year old girl could earn twelve cents a day. A general conversation with men and women was held, and it transpired that they got eighteen cents for a load of one hundred catties (133 lbs.), and that a man could carry two loads, and a woman about 150 catties, the man would earn thirty-six (36) cents a day, and a woman in good health about twenty-seven (27) cents."

The problem of the formulation of a plan for the protection of these children is a difficult one to solve. It seems as if the small load system might be stopped at the starting point, contractors and employers should not be allowed to make up child burdens. The lowest load might be fixed at fifty catties, and they might be informed that only strong children of full age should be allowed to carry the materials or goods. If necessary the system might be attacked gradually, and the weight and age limit be reached by slower steps.

If young children can earn so little, they would be much better employed in schools where they could learn a little about books, and what they teach, and if it were possible to give them some industrial training as part of their school training, much the better. It might be possible to teach a little about the cultivation of flowers and plants, the manufacture of small toys, or even elementary work that would be useful for their future life as artisans, and even perhaps enable them to earn a few cents a day after a short time."

"PUT YOURSELF IN HER PLACE."

MAGISTRATE DOES IT AND DISCHARGES THE DEFENDANT.

Mr. G. N. Orme indicated a change of view yesterday, with regard to a case carried over from the previous day. The police had pursued a sampan and the passengers escaped leaving the sampan woman with a considerable quantity of arms and ammunition. As the sampan woman yuled faster when called upon to stop the police felt justified in charging her with unlawful possession of the arms.

The Magistrate had said that he thought the woman was bound to have known when the passengers wanted to conceal the packages on the boat, that the business in hand was unlawful. Yesterday, however, without calling upon Mr. A. E. Hall for the defence, Mr. Orme said he had come to the conclusion that, where the possessor of the arms was present, the person employed by him could not be held liable.

Inspector Spear: The prosecution has never admitted that the possessor was present.

The Magistrate thought there was no doubt that the persons who escaped were connected with the luggage. Because they had escaped, he did not think it would be right to make the sampan woman responsible.

Inspector Spear: Although she aided their escape by rowing faster!

The Magistrate: If there is an offence under her license, you can bring that against her, but that is a separate offence.

Putting himself in the position of a sampan navigator, Mr. Orme added, "If a man with arms hires my boat you can't make me liable. That's how I look at it."

The defendant was discharged.

In deference to representations made by ladies, Messrs. Komor and Komor will keep their store open for the remainder of their sale until 9 p.m., every day in order to enable gentlemen after office hours to accompany their wives when making purchases.

CHILD LABOUR IN HONGKONG.

MR. CHOW SHOU SEN'S VIEWS.

Mr. Chow Shou Sen, one of the members of the Committee of Inquiry into Child Labour in Hongkong, wrote the following comments which are given among the Appendices to the Report:—

"I should like, in conclusion, to make a few general observations in elaboration of those contained in the draft report. At the outset, let me say that I am as anxious as anyone else in this Colony to see the hard lot of some of the poor children in this Colony improved, and I am sure that all the Chinese here will do everything possible towards that end. But we must take facts as they exist, and not allow our sentiments to affect our considered judgment. Owing to its proximity to the Kwongtung Province, there is a constant flow of Chinese of all classes into this Colony, most of whom come here in order to find work to keep themselves from starvation. The present conditions of the two Kwongs further aggravates the situation. The children who are earning wages are essential to the 'scheme of things' in the daily life of the poor, and without them it would mean so much less income to feed the family. One would like to cut down as much as possible the working hours of these children, but unfortunately there is a limit beyond which one cannot go without doing more harm than good. As a rule these children do piece-work: they are paid according to the amount of hours of work they put in. If, for instance, you halve their working hours of, say, 70 hours a week, you would reduce their income by 50 per cent.; and where there is more than one child earning such wages it may mean the loss of the wherewithal to pay rent."

There has been a great deal of talk about "sweated labour" in Hongkong. Except a few isolated cases which one may come across here and there, the work which the children in the Colony are doing cannot be so described. The work is hard no doubt, but where it constitutes the alternative to starvation, it should be allowed, if greater harm is not to be wrought. The struggle for existence in China is intense, and the children who work in the interior are mostly worse off than those earning wages in Hongkong. That is why the Commission do not recommend the total prohibition of child labour, but rather suggest its regulation."

This brings me to the question of compulsory education in the Colony. The idea is very attractive, but a little consideration will show that it cannot be worked. Situated, geographically, as Hongkong is, with its door ever open to the teeming millions from China, the problem of accommodation alone will be found to be most difficult of solution. Then there would be the question of expense which would be enormous, and the difficulty of training the large number of teachers that would be required. Even if all these difficulties could be surmounted, then there would be the question of feeding and clothing the thousands of children who would have to give up their work, upon which they at present depend for their maintenance, in order to attend school. I should like, however, to see every child receive some education, if possible; but such should be achieved not by legislation but by voluntary attendance at Continuation Classes in the evening or on Sundays."

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"KELTIC" FOOTWEAR

There are some very smart styles for Day, Evening and Sporting wear. PRICE \$18.50 to \$21.50 in BLACK & BROWN

NEW ADVERTISEMENTS

THE BRITISH LEGION
CABARET DANCE.To be held at the City Hall on FRIDAY,
Nov. 4th 1921 at 9.15 p.m.

TICKETS may now be taken up by members who have applied for same, at Messrs KALLER & WALSH'S, where a plan of the tables may be seen. Members may reserve seats or tables on taking up tickets. As the accommodation is filling up rapidly, members still desirous of attending are requested to send their names and the names of their guests to the Invitation Committee, as soon as possible. Dress.—Members will wear short black coats. [1873]

KOWLOON-KANTON RAILWAY.

(British Section)

TENDERS for the supply of LIQUORS and REFRESHMENTS at the Terminal Stations at Tai Sha Tsun and Kowloon and on all trains on the above Railway. TENDERS which should be clearly marked "TENDER FOR THE SALE OF REFRESHMENTS AND LIQUORS ON THE KANTON-KOWLOON RAILWAY" will be received at the Head Office of the British Section at Kowloon, and at the Office of the Managing Director at Tai Sha Tsun until Noon of SATURDAY, NOVEMBER 27th.

Forms of Tender and full particulars may be obtained at the Head Office of the British Section at Kowloon or the Head Office of the Chinese Section at Tai Sha Tsun. The Railway does not bind itself to accept the highest or any tender. H. P. WINSLOW, Managing Director, British Section. WEN TEH CHANG, Managing Director, Chinese Section. Hongkong 25th October, 1921. [1874]

WANTED.

A PRINCIPAL CLERK, CHINESE DIVISION, DEPARTMENT OF IMMIGRATION AND COLONIZATION, AT VANCOUVER, B.C., CANADA. Initial salary \$1,800 per annum, rising by increments for efficient service to maximum of \$2,250, plus whatever bonus may be provided by law.

DUTIES.—Under direction, to supervise and direct Interpreter Chinese race, and investigation into Chinese Division, to act as Interpreter, to assist in examination of Chinese immigrants and to perform other related and incidental work as required.

QUALIFICATIONS.—Education equivalent to university graduation preferred. Ability to read, write and converse fluently in main Chinese dialects. Applicants must be British subjects of white race, male sex; must possess thorough knowledge of Chinese people acquired by travel or residence in China. Preference will be given to applicants between 20 and 40 years of age. Applicants must furnish references from employers or persons of standing who can testify as to experience, fitness and ability to fill this position.

Application forms may be procured from the office of the Colonial Secretary, Hongkong, and must be forwarded to the Secretary, Civil Service Commission, Ottawa, Canada, so as to be received not later than 31st December 1921. [1875]

WISEMAN, LIMITED.

TEA DANCES.

on MONDAY OCTOBER 31st.
WEDNESDAY NOVEMBER 2nd.
and FRIDAY NOVEMBER 4th.
Admission—50 cents. [1876]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 31st day of October, 1921, at 3 p.m., at the Office of the Public Works Department, by order of His Excellency the Governor, of one Lot of CROWN LAND on new road from Wan-chai Gap to Magazine Gap in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Locality.	Boundary Measurement.	Contents.	Annual Rental.	Upset Price.
No. 10, On new road from Wan-chai Gap to Magazine Gap.	100 feet by 100 feet.	100 sq. ft.	\$100	\$100

[1877]

SOCIETY OF ST. GEORGE, HONGKONG
SMOKING CONCERT ARMISTICE NIGHT.

WITH reference to the Circular recently issued the General Committee have decided that Theatre accommodation will allow Members to invite two additional guests each to the Armistice Night Concert, and the extra tickets may be obtained on application to the Honorary Treasurer.

A. H. K. COBB,
Hon. Secretary.
Hongkong, October 26th, 1921. [1869]

SEAMEN'S INSTITUTE
21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy. Reading and Writing Rooms, Billiard Room, Officers' Room, C.E.O.'s Room, Restaurant, Concert Hall, Church.
Private Cabins and beds in Dormitories.
Motor Launch "Dawning"

INTIMATIONS

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

I have This Day RESUMED CHARGE of the Company.
By Order of the Board of Directors.
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, October 26th, 1921. [1864]

NOTICE

NOTICE IS HEREBY GIVEN that Messrs. WALTER FORD & Co. of Hongkong have ceased to be our agents.
LA BALOISE FIRE INSURANCE CO.
U. SPALLINGER,
Attorney.
Canton, October 21st, 1921. [1845]

ROYAL HONGKONG YACHT CLUB.

THE Acting Commodore and Committee of the Club will be AT HOME to members and their friends at the Club House, North Point, on SATURDAY 29th inst. from 3 p.m. to 5 p.m.
A. G. LAMPLUGH,
Hon. Secretary.
1857

HONGKONG HOTEL CO., LTD.

NOTICE IS HEREBY GIVEN that with reference to the Special Resolution passed and confirmed at Extraordinary General Meetings of the above Company held on 13th and 21st days of August, 1921, regarding the division of the above Company's Share Capital from shares of the denomination of \$50 each into shares of the denomination of \$10 each: NEW CERTIFICATES relating to the above are now ready and can be obtained, in exchange for the written acknowledgments already issued, in respect of the old scrip, upon application to the undersigned at the Company's Registered Office in the HONGKONG HOTEL, Pedder Street, Victoria, Hongkong.
HONGKONG HOTEL CO., LTD.
R. N. BEAUREPAIRE,
Secretary. [1863]

HONGKONG HOTEL COMPANY, LIMITED.

THE BONUS of \$1,000,000 authorized by the Special Resolutions of the above Company passed and confirmed on the 13th and 21st days of August, 1921, respectively will be distributed to those persons who are registered on the 12th day of NOVEMBER, 1921, as holders of the issued shares of the Company.

Such Bonus will, pursuant to the Agreement which the Board of Directors of the Company has been authorized to enter into, be satisfied by the allotment out of the unused capital of the Company to the above persons of one new share of \$10 credited as fully paid up. The TRANSFER BOOKS of the Company will be CLOSED from the 12th NOVEMBER, 1921, to the 12th NOVEMBER, 1921 both days inclusive.

By Order of the Board.
H. N. BEAUREPAIRE,
Secretary. [1869]

KOMOR & KOMOR
ART AND CURIO EXPERTS.

BEG to inform their Customers that the Sale at their RETAIL CURIO STORE WILL BE CLOSED at 5 p.m. on SATURDAY, the 27th of NOVEMBER, 1921, and thank their many patrons for their support and goodwill during more than half a century's business in the Colony.

For the Last Week of the Sale the Store will be open every day until 6 p.m.
KOMOR & KOMOR,
Alexandra Buildings. [1871]

SALE OF OLD ARMY CLOTHING.

TENDERS are invited for the purchase of all old Army Clothing for the period ending 31st March, 1922.

Forms of tender will be issued on application to the Chief Ordnance Officer, R.A.O.C. Depot. Samples of Clothing to be sold will be on view at the R.A.O.C. Depot, Queen's Road East, and tenders must reach the Ordnance Office at the above address not later than 12 noon on 15th November, 1921. [1860]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 31st day of October, 1921, at 3 p.m., at the Office of the Public Works Department, by order of His Excellency the Governor, of one Lot of CROWN LAND adjoining Villa Miramar, Pokfulam in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Locality.	Boundary Measurement.	Contents.	Annual Rental.	Upset Price.
No. 10, On new road from Wan-chai Gap to Magazine Gap.	100 feet by 100 feet.	100 sq. ft.	\$100	\$100

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Newly built Reinforced Concrete Sea-going Motor powered lighter.

Length... ..70' 7"
Breadth... ..17' 11"
Depth... ..9' 6"
Draft loaded... ..8' 6"
Deadweight Tonnage... ..80 T
Miller heavy duty Kerosene Motor 40/50 HP and accessories in working conditions.

Orders for inspection can be obtained from ETABLISSEMENTS BROSARD MOPIN, King's Building, Tel. 2566 and tenders to be sent under sealed cover to the same address on or before November 5th 1921.

Tenders may be sent for lighter and motor separately the latter being easily removed. No obligation by this firm to accept any lower tender than within a reasonable price.

L. GAIN,
Branch Manager

[1843]

NEW FRENCH LOAN.
CREDIT NATIONAL.

Issue of Bonds—Fr. 500.

Interest 6%, free from income tax.

Price Fr. 498.50 net.

Interest payable every 5 months from

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Comprising 7,200 prizes amounting to

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Subscription closing on the 10th November.

For subscription apply to—

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[1869]

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outside—Apply to Box No. NN, c/o Daily Press Office. [134]

WANTED—FOREIGNER, MECHANICAL-ENGINEER and TECHNICIAN, good draughtsman, with knowledge of calculations for iron and reinforced concrete work, SEEKS POSITION. Also able to take charge as supervisor. Good ref.—Apply Box NM.

[133]

WANTED—Now or in near future a

HOUSE with Grounds, Middle level or the Peak, preferably near Motor Road or Tram Station. Rent of little consideration if house suitable.—Apply Box No. NK, care of Daily Press Office. [130]

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[1324]

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[1832]

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TWO FURNISHED Rooms with Bath

Room & Pantry. Use of Kitchen.

Higher level.

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[1861]

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For killing ticks & fleas.

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Watson's Carbolic Soft Soap

Naldine's Dog Soap.

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CO. LTD.,

(Established 1841)

HONGKONG DISPENSARY

PHONE No. 16.

BIRTHS.

CAMPBELL.—At Tientsin, on October 11th, to Mr. and Mrs. G. K. CAMPBELL, a son.

GALLOWAY.—At Shanghai, on October 24th, to Mr. and Mrs. A. D. GALLOWAY, a daughter.

JUVET.—At Shanghai, on October 23rd, to Mr. and Mrs. A. JUVET, a son.

McLACHLAN.—At Shanghai, on October 21st, to the wife of DONALD McBRAYNE McLACHLAN, M.B.E., a son.

MARRIAGE.

RENDALL—RIGBY.—At Shanghai, on Oct. 2nd, ARTHUR GEORGE RENDALL, to KATHLEEN LA MOTHE (BERRY), elder daughter of Mr. and Mrs. J. RENDALL RIGBY, of 11, Southwick Place, Hyde Park, W.

DEATH.

LAGHAN.—At Shanghai, on October 22nd, Mrs. CATHERINE B. LAGHAN, of the China Inland Mission.

HONGKONG OFFICE: 104, DES VOUX RD., C. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 22nd, 1921.

THE COLONY'S BUDGET.

The Budget presented to the Legislative Council on Thursday and lucidly reviewed by H.E. THE GOVERNOR affords a good general idea of the remarkable growth and development of the Colony which is taking place if we compare it, say, with the Budget submitted in the first year of the Great War. Its most salient feature is that the estimated expenditure for next year is more than double the estimate for the year 1915. We know from the census returns that the population of the Colony has been steadily growing and that in ten years the increase has been something like fifty per cent. A very large part of that growth is due to immigration, and that this immigration has meant the accretion of wealth is evidenced by the remarkable development which has taken place in building construction for residential and business purposes. It is

the obvious duty of the Government to encourage and assist this development, and in pursuance of this duty we have seen a constant increase in the expenditure of our biggest spending department—the Public Works Department. The total estimates for the Department next year amount to \$3,312,530 as compared with an estimate of \$3,389,713 for the year 1915. These are startling figures. For Public Works Extraordinary alone the vote asked for the coming year amounts to no less than \$3,611,300, and when we mention that there is not in the whole programme more than one undertaking on which the expenditure for the year is estimated to exceed a quarter of a million dollars it will be seen that the proposed expenditure covers a wide variety of projects. In the Report of the Department for the year 1920, under Public Works Extraordinary, no fewer than eighty-five undertakings are enumerated, the most costly being the Imports and Exports Office which is estimated to cost \$345,000. In the coming year the most costly works in progress will be the new Fire Brigade Station, estimated to cost \$1,110,000, on which \$300,000 is expected to be spent; Officers' Quarters, for which \$440,000 is provided for 1922; the Praya Reclamation scheme which is estimated to cost \$630,000 of which only \$50,000 is provided for next year; and road improvements at Arsenal Street estimated to cost \$450,000 of which it is contemplated to spend \$240,000 next year. There are altogether 113 items in the list of Public Works Extraordinary for next year.

All this development is very gratifying to our civic pride, but the community will be duly grateful that, although the total estimated expenditure of the Government for all purposes next year is \$4,039,890 more than the revised estimate for the current year, we are not to be mulcted in further taxation. The past year has seen an increase in the Stamp Duties and in the Liquor and Tobacco Duties, and we had a narrow escape from an increase of the Assessed Taxes. Though the revenue is estimated to fall short of estimated expenditure by just on three million dollars, the Government proposes to draw upon the Colony's balance (amounting to \$4,490,260) to meet the deficit if the large sums provided for Public Works Extraordinary are expended, which is somewhat doubtful if this may be judged from past experience. There can be no possible objection to the course suggested. It may be hoped that whatever money is provided for public works will be expended, for, as a general rule, the sooner necessary public works are executed the better.

There is no finality to works of this character in a progressive Colony. What fears existed, even a few years ago, that we were going in for public works on a scale much too lavish for our permanent welfare have entirely vanished. It is indeed wonderful that, in a period of exceptional trade depression, there should be such remarkable evidences of development in Hongkong as we are witnessing to-day, and that the GOVERNOR should be able to report the financial position of the Colony to be "quite satisfactory" notwithstanding the enormous increase which has taken place in recent years in public expenditure. The more attractive we make the Colony for business enterprise as well as for residential purposes the more it is bound to grow. We scarcely expect to see any material decrease in public expenditure in the next few years, if ever. So long as it is possible to raise the revenue, a large programme of Public Works Extraordinary can always be provided without difficulty. As fast as one item in the present extensive programme is completed, we have no doubt the Public Works Department will be prepared with another, equally desirable and important in the scheme of development. His Excellency's Budget statement mentions at least two undertakings of a very costly character which are looming in the not distant future. We refer to the comprehensive scheme we are expecting from Sir MAURICE FITZMAURICE for the improvement of the harbour and its facilities for our great shipping trade, and His Excellency's warning that we are approaching the limit of our water supply and that in the not distant future it may be necessary to tap new areas. Incidentally this pressure upon the Colony's water supply affords a striking illustration of the rapid growth of the Colony in recent years. When in 1917, Sir HENRY MAY formally opened the Tytan Tug extension of the waterworks, which at a cost of \$2,400,000 made provision for impounding an additional 1,500 million gallons of

water, he reckoned that provision had been made for the ensuing fifteen years. But Sir HENRY MAY, ever an optimist regarding the future of the Colony, remarked then: "You must not run away with the idea that because you have got so much water you can sit down and do nothing more. We have only made provision for fifteen years, and one of the first things we have to do, after we have linked the catchwaters to which Mr. CHATHAM has referred, with this great reservoir, is to think out a scheme for building another reservoir three times as big as this, for Hongkong is a healthy and growing child, and is yet only in her infancy." That was said not quite four years ago, and already the time has arrived when "a careful examination shows that we are approaching the limit of our water supply." But when great undertakings of the character of these two projects come to be undertaken we trust that the wisdom and justice of defraying the cost out of loans will receive the consideration it merits. While there may be no finality to the programme of needed public works there is a limit to the taxing capacity of the community, and having regard to the very high cost of living in the Colony we consider that the limit has been fully reached and that the aim of the Government should be to decrease taxation rather than increase it.

On some of what we may call the minor items in the Budget we desire to offer a few comments, but in view of the present length of this article, they are withheld for another occasion. On the whole the Budget will commend itself, we think, to the approval of the community, especially as the enlarged expenditure involves no further increase in taxation.

Chinese tailors in Shanghai are clamouring for a 30 per cent. increase of salary, failing which they threaten to strike.

The total output of the Kailan Mining Administration's mines for the week ending October 15th amounted to 78,932 tons and the sales to 53,183.

It is expected that H.M.S. *Alacrity* (Commander Percy R. Stevens, D.S.O.), flying the flag of Sir Alexander Duff, Commander in Chief in China, will proceed up the Yangtze on November 1st.

Dr. Sun Yat Sen reached Nanning, last Tuesday. It is understood, says the *Canton Times*, that President Sun is to remain in Nanning for two or three days. Accompanied by General Chen Chiung Ming he will then return to Wuchow, and thence the President is to proceed for Liuchow to meet General Li Lich Chun, Chief of the General Staff.

Mr. H. F. Handley Derry, British Vice-Consul in Tientsin, who has been stationed there ever since his return from leave early in the war, proceeds home on furlough next month. His place will be taken by Mr. Walter Russell Brown, who has just returned from home leave. Previous to going on furlough Mr. Russell Brown was Acting Consul at Chefoo.

About 300 delegates have arrived in Shanghai to participate in the National Citizens' Diplomatic Association Conference which is to be held there shortly. No date has been set for the meeting. In a manifesto issued, members of the Association criticize the Northern and Southern Governments for continuing internal warfare instead of uniting for the benefit of the country and the people.

Mr. C. C. Wu, son of Dr. Wu Ting Fang, Minister of Foreign Affairs in the Canton Government, has issued the following statement:—"In spite of the official declaration of this Government regarding Chinese representation at the Washington Conference, Peking has gazetted my appointment as a member of its delegation. It is needless to state that the same has been done without my assent and is entirely unauthorized."

A successful Whist-drive was held at the Cathedral Men's Club, on Thursday evening. In spite of other attractions there were 111 players present. The following were the prize-winners. Men: 1. Mr. Hewitt (178); 2. Mr. Bowden (170); 3. Mr. Rowe (176); 4. Mr. Wild (175). Booby prize: Mr. Bayley (123). Ladies: 1. Mrs. Spanton (170); 2. Mrs. King (167); 3. Mrs. Sandford (162); 4. Mrs. Rudd (161). Booby prize: Mrs. Harrison. Mr. Pinches acted as M.C. The opportunity was taken to bid goodbye to Mr. R. W. Brown, of the Naval Yard, to whose efforts the success of the Whist-drive section of the Club is almost entirely due. Mr. Brown leaves for England early next month.

NEWS OF MR. RASMUSSEN.

The Asiatic Petroleum Co. inform us that they have received advice from their Canton Office to the effect that the Chinese Government has informed the Danish Consul at Canton that M. Rasmussen is alive.

CABLES.

LATEST CABLES.

[THROUGH ROUTER'S AGENCY.]

THE U.S.A. RAILWAY DISPUTE.

RESOLUTION CALLING OFF THE STRIKE.

CHICAGO, October 27th.

The Railway Unions have appointed a Committee to draft a resolution calling off the strike for submission to a meeting of Labour leaders attending the Conference arranged at the instigation of the Labour Board.

CALLED OFF.

CHICAGO, October 28th.

The railway strike has been called off.

FAMINE IN THE NEAR EAST RECOMMENDATION TO THE U.S.A.

WASHINGTON, October 27th.

The Near East Relief Committee, after touring the famine areas in the Volga district and Armenia, have approached Mr. Hoover to recommend the United States to enter into a trade agreement with the Soviets.

INTERNATIONAL FRATERNITY.

PRESIDENT HARDING'S HOPE.

BIRMINGHAM, (Ala.), October 27th.

President Harding, in a speech, said he wanted to see a more fraternal spirit among the nations, and wholeheartedly hoped the day had come when the people of the United States could look into the faces of the people of Europe, Asia, Africa, and South America and ask themselves—Why make war? Why seek what belongs to others? He most firmly believed that in this consciousness they were going to accomplish a new step forward in the world.

ATLANTA, October 28th.

Mr. Harding in his speech declared that America was entering the Conference so imbued with the desire for international friendship that the blame must rest elsewhere should negotiations for the reduction of armaments fail. The cordial acceptance of the American invitation everywhere led to an earnest hope that there would be good results.

EARLIER CABLES.

HUNGARIAN IMBROGLIO.

OBJECTION TO THE SURRENDER OF KARL.

LONDON, October 27th.

The question of Karl's fate has assumed a new aspect, according to a Prague message, in consequence of the Hungarian Regent and the Premier announcing that the Constitution does not allow them to surrender the Emperor to the Allies or the Little Entente.

Meantime, the Little Entente has sent an ultimatum demanding delivery of Karl within forty-eight hours, a guarantee for disarmament, and full indemnity for the cost of mobilisation.

French opinion does not favour sending Karl to St. Helena in view of the memories associated with the great Napoleon.

The Hungarian Government is not extending equal consideration to Karl's principal supporters in the late adventure; they have been removed to Budapest for trial.

KARL TO BE PLACED ON BRITISH GUNBOAT.

PARIS, October 27th.

The Conference of Ambassadors has decided that Karl be placed on the British gunboat anchored off Galatz to await the decision of the Powers as regards internment.

THE SILESIAN AWARD.

GERMANY'S PROTEST.

PARIS, October 27th.

A German Note has been presented to the Ambassadors' Conference, agreeing to appoint delegates to carry out the Silesian settlement, which is accepted "under pressure of Allied threats and in order to spare the German population in the industrial zone the hardships they otherwise would incur."

The Note contends that the decision is unjust, and is also a violation of the Peace Treaty, as the Allies were not entitled to refer the matter to the League of Nations.

BERLIN, October 27th.

The Reichstag passed a vote of confidence in the Cabinet by 230 votes to 132 after vehement protests against the division of Silesia.

INTERNATIONAL LABOUR CONFERENCE.

THE REGULATION OF AGRICULTURAL LABOUR.

GENEVA, October 27th.

The International Labour Conference heatedly debated the question of its competence internationally to regulate agricultural labour, the representatives of the French Government persisting in their objections to the Conference's competence. Eventually the closure was applied to the debate on the motion of the Bulgarian delegate, and the Conference adopted a joint Belgian and Italian resolution maintaining the competence of the Conference to deal with agriculture.

WASHINGTON CONFERENCE.

FRENCH PREMIER'S STATEMENT OF POLICY.

PARIS, October 27th.

In the Chamber of Deputies M. Briand declared that France was going to the Washington Conference in the interests of world peace. The French delegates would have to explain their concern for France's security, and, however desirous of reducing armaments and lightening the nation's burdens, France must not only safeguard her own existence but uphold the traditions of justice and right, upon which the fate of all humanity depended. M. Briand explained that France had trusted to the guarantees offered her by the Allies at the Peace Conference instead of insisting upon an extensive occupation of the Rhine, but now France had neither the one nor the other.

MR. HUGHES OPTIMISTIC.

WASHINGTON, October 27th.

Mr. Hughes has issued an optimistic statement in reference to the Conference, based on the attitude of the foreign delegates already in Washington. He says that the views exchanged indicate an earnest desire to accomplish results and display a spirit of co-operation. He denies that questions of racial equality will be discussed; also that there is any intention to invite official or unofficial German representatives to the Conference.

THE STORM IN FLORIDA.

REPORT OF THE DAMAGE.

NEW YORK, October 27th.

It is estimated that the damage done by the storm in Florida amounts to millions of dollars. Nearly five hundred houses were wrecked at Tampa, where the damage is estimated at \$2,000,000. Five people were killed at Tampa and St. Petersburg, where, also, considerable havoc was wrought. The orange crops were damaged.

DORSETS ENCOUNTER MOPLAHS.

REBELS REFUSED TO SURRENDER.

SIMLA, October 27th.

A communiqué states that the Dorsets, with artillery and armoured cars, encountered a gathering of Moplahs in the jungle at West Malapuram on the 25th inst. The rebels refused to surrender and fought determinedly, suffering 246 casualties.

DENIKEN REFUGEES FOR VLADIVOSTOK.

SOVIET PROTEST AGAINST BRITISH ACTION.

LONDON, October 27th.

M. Krassin has sent a Note protesting against British action in shipping six hundred Denikin refugees in Mesopotamia to Vladivostok, which has been justified by the refusal of the Soviet to grant an amnesty if the refugees were repatriated to Soviet Russia. M. Krassin explains that although the Soviet is unable to take cognizance of the demand of a foreign Government for an amnesty, as this was intervention in Russia's internal affairs, the Soviet proposed a repatriation scheme involving an amnesty, which Britain ignored. He asks for an assurance that the refugees are not sent to Vladivostok for the purpose of fighting the Soviet.

BRITISH NAVAL BASES IN THE PACIFIC.

NO APPROPRIATION TO BE ASKED THIS YEAR.

LONDON, October 27th.

In the House of Commons, asked whether the Imperial Conference had reached a decision respecting the need of extended or new naval bases in the Pacific, the Premier said that prior to the Conference the Admiralty decided that certain bases abroad, including the Pacific, needed modernizing or extending for better security of the outlying Possessions. The Conference concurred, but the Government did not intend to request the House to vote any money this year.

IRISH CONFERENCE.

PARLIAMENT TO DISCUSS THE SUBJECT.

LONDON, October 27th.

Hearty cheers followed an unexpected announcement by the Premier in the House of Commons this afternoon that the House would be invited to discuss the subject of the Anglo-Irish Conference on the 31st inst. Mr. Lloyd George thought it essential that the Government should know where it stood before it went very much further. It challenged a division on a dissentient Unionist resolution which will be submitted.

DEPRECIATION OF THE MARK.

EXPLANATION OFFERED.

LONDON, October 27th.

Marks in London have depreciated to 710, this being attributed to repatriation payments to Berlin buying Swiss, Dutch and American currency.

THE SORROWS OF "UNCLE."

The National Pawnbrokers' Association are considering the question of asking Parliament for authority to increase their interest and other charges. It is declared that the pawnbroking business is at present unremunerative. Both rich and poor are anxious to pledge but few to redeem goods, causing a serious drain on the pawnbrokers' capital.

ASLEEP ON DUTY.

JUNIOR ENGINEER OF THE "PEARLEAF" FINED.

At the Marine Court, yesterday, before Lieut. Conway Hake, R.N.R., John Walter Edward Drake, a junior engineer on H.M.T.S. *Pearleaf*, was charged under the transport discipline regulations with having absented himself without leave from his duty in the engine-room or stokehold.

Mr. D. J. Lewis, prosecuted and Mr. A. H. Crew defended.

Mr. Lewis said that the *Pearleaf* was under 6 hours' notice for sea. At 1 a.m. on October 16th the Chief Engineer came aboard by sampson and noticed black smoke coming from the ship's funnel. This should not happen, and he went to look for the defendant, who was on watch, and whom he found asleep in a deck chair. On being awakened the defendant expressed his regret, presumably for being asleep, and the Chief Engineer sent him back to his duty. Mr. Lewis emphasised that the danger from lack of attention in the engine room, due to the defendant's absence, was very great. Captain Alfred Leech, said that the *Pearleaf* was a tanker attached to the Admiralty and burned oil fuel.

Christopher Brockbank, Chief Engineer, spoke as to the black smoke issuing from the funnel; it was preventable by the exercise of ordinary care. He found the defendant in a deck chair asleep. On getting up, Drake said "I'm sorry, chief," and witness then sent him back to his duty, reporting the matter to the Captain next morning.

In reply to Mr. Lewis witness said more care than usual was required in the case of an oil burning ship. There was always great danger, especially from fire. The Chinese firemen would not look after that. There might be danger to the boilers through shortage of water which would lead to an explosion and loss of life, besides putting the boiler out of action. Constant vigilance on the part of the officer in the stokehold was essential.

Cross-examined by Mr. Crew, witness denied having had good reason to drink that night. If the Civil Service Club book showed that he had signed for eleven drinks there he supposed he did so but that did not mean that he himself had consumed that amount of liquor. There was no objection to an officer leaving the stokehold for two or three minutes provided he kept awake and returned within a reasonable time. He denied finding Drake drinking cocoa on the poop at 3.30 or 4 a.m. He was on the same terms with Drake as with the other engineers. On a previous occasion Drake was cautioned for not being on watch, and his excuse then was that he had not been called. He was not aware that all of the engineers were once off watch.

Fred Kitchen, 2nd engineer, said that when the Chief came aboard at 1 a.m., he was sober. In fact he had never, he said, seen the Chief drunk.

THE DEFENCE.

Opening the case for the defence, Mr. Crew declared that it was a "trumped up affair." He said that Drake went on to the poop at 3.30 to have some cocoa and the Chief Engineer came up there and objected to his being away from the stokehold.

The defendant said that at 3.30 he went up to the poop with some cocoa. While he was there the Chief Engineer came up and said that his fireman was asleep and the funnel was smoking excessively. Witness looked at the funnel and, saw there was a lot of smoke and he found, on going below, that this was due to the fires having been lit up in the wing boilers. Usually the fires were lit up at about 3.30 a.m. The stoker was a new man and did not know much.

The Chief said: "I shall make it warm for you for this and see that your sea career goes 'phut'." The defendant said he had seen the Chief Engineer drunk on numerous occasions. Questioned by Mr. Lewis, the defendant said that on this occasion the stoker lit up without his sanction. Though he had disobeyed a previous warning witness did not report him as the man was leaving in a day or two. Witness had been at sea for 18 months. He knew the Chief Engineer had been about 17 years at sea and he could not suggest why two senior officers should conspire against him. Their statements, however, were absolutely false.

Thomas E. Lismore, junior engineer, said he returned to the *Pearleaf* at about 1 a.m. that night and saw no smoke whatever.

In reply to Mr. Lewis, witness said the Chief Engineer had no grudge against anyone, but the way the engineers were treated generally was not good.

Mr. Crew said it was a question who was telling the truth. He thought that if Drake had done what he was accused of he would have pleaded guilty and asked for leniency. Mr. Crew suggested that the defendant was being victimised.

Mr. Lewis contended that the charge had been absolutely proved. The Chief Engineer was a senior officer of about 18 years standing and if the charge was a trumped up one it amounted to criminal conduct on his part. The only suggestion of drunkenness in connection with the Chief Engineer was an unsupported charge wildly made by Drake in order to vindicate himself. The Magistrate said: I am satisfied that the charge has been proved. Taking into consideration the inexperience of the defendant I think the case will be met with a fine of \$50 or four weeks' imprisonment.

THE RENOWN'S STORES.

A London telegram to Indian papers, dated September 25th, says:—It is announced that the statements regarding the *Renown's* stores are unauthorised and exaggerated in several respects, particularly as regards the alleged provision for the Prince of Wales' personal use.

SPORT.

CRICKET.

K.C.C. v. HONGKONG.

At Kowloon to-day, at 2.15 p.m. Home eleven:—H. Robinson, B. D. Evans, J. Stalker, F. E. Thompson, C. Dancy, C. J. Stapleton, Capt. G. E. Spinks, Lt. Macdonald, E. L. Braga, R. Pestonji and S. T. Jones.

K.C.C. 2nd XI. v. HONGKONG 2nd XI.

At Hongkong to-day, at 2.15 p.m. Kowloon:—A. O. Brown, E. J. Edwards, L. S. Bates, E. F. Spinks, F. G. Herdridge, H. Overy, L. E. S. Hodge, F. E. Lawford, W. J. Drake, A. G. Pile and E. W. Alderson.

CIVIL SERVICE v. NAVY.

The undermentioned team will represent the C.S.C.C. in a friendly match against Navy on the C.S.C.C. ground to-day at 12.15 p.m.:—J. R. Sayer (capt.), R. E. O. Bird, F. J. Ling, M. D. Edwards, R. C. Wicheell, D. E. Strange, E. C. Fincher, F. J. de Rome, W. Goroni, O. Hake and W. Duxley.

C.R.C. 2nd XI. v. R.A.M.C. 2nd XI.

The following team will represent C.R.C. 2nd XI. in a League match against the R.A.M.C. 2nd XI. on home ground, at 2.15 p.m. to-day:—Yew Man Hon (capt.), Wong Po Keung, M. K. Lo, Lo Man Pan, Sin Map Ping, C. F. Lee, Wong Sik Chung, Wong Sik To, Cheung Wing Kin, Woo Pak Fook, Chan Man Woon.

FOOTBALL.

To-day's matches are as follow:—

HONGKONG LEAGUE.

DIVISION I. KICK-OFF, 4.30 P.M.

H.K. Club v. Kowloon, Club ground.

Referer, Mr. Jones.

2/Whitewash v. R.G.A. Sookunpoo ground. Referee, Mr. Cassidy.

S.C.A. v. H.M.S. Cairn, S.C.A. ground. Referee, Mr. Hollands.

H.M.S. Ambrose v. H.M.S. Curlew, Navy "A" ground. Referee, Mr. Williams.

Hongkong Police v. H.M.S. Tamar, Navy "B" ground. Referee, Mr. Pearce.

DIVISION II. KICK-OFF, 3 P.M.

University v. H.K. Club Reserves, Club ground. Referee, Mr. Sambells.

Kowloon Reserves v. Punjabis, Kowloon ground, Happy Valley. Referee, Mr. Drayton.

S.C.A. "B" v. United, S.C.A. ground. Referee, Mr. Omar.

R.G.A. Reserves v. H.M.S. Curlew Reserves, Sookunpoo ground. Referee, Mr. Cheshire.

Wills Reserves v. St. Joseph's, Navy "B" ground. Referee, Mr. Andrew.

The Curlew v. S.C.A. "A" match will not be played owing to the ship being absent from the station.

To-day the first league commences and the season should prove a record one being 72 matches last season when nine teams competed.

The Club receive Kowloon on the Club ground and a good game should and in a win for the home side. Kowloon has got together a useful side, but their defence is on the weak side for first division football. Wheeler, Knight and Crocker, the defence of last season are absent. The latter it is expected will be assisting one of the Navy teams later in the season. Townsend will lead the attack which is not so formidable as last year. Evelyn and Taylor not turning out. Weyman will be called upon to bear the brunt of the work for his side.

The Club side will be strong in defence, but on last week's play the attack might be improved. Individual play does not carry a side very far in League games. Rushing tactics take effect against a medium team, but combination should be played at all times.

The military rivals will meet at Sookunpoo again this week and a very fast game should be seen with one goal separating them when the final whistle sounds. Last week these teams played a friendly before a large attendance of military men. Both teams are depending on last year's teams with a little shuffling for positions. The Wills will be out to win and with luck on their side should capture the points.

Cairn will visit the Chinese ground where S.C.A. will be their opponents. The sailors will play their first game in the Hongkong League and will and the Chinese a well balanced side. The Cairn has a speedy set of forwards while in both attack and defence. The Chinese are a much improved side and should play the sailors to a draw.

The Police are at home to the Tamar on the Navy "B" ground where a very even game is expected, the former just getting home with the two points.

Should Swah turn out, both sides will be well served in goal as Mitch is a good keeper.

The defence on both sides is sound and the score will be low.

The sailors are weak in attack this season and they will find Forbes and McWalters hard to beat. The Police are badly in want of a couple of speedy wingers to make a well balanced side.

On the Navy "A" ground Ambrose and Curlew do battle and a fast game should and in the Curlew winners.

In the second division the match at Sookunpoo should be worth watching and the artillery should win—St. Josephs should play the Wills Reserves to a draw, while the S.C.A. "B" Kowloon Reserves and University should win.

(Continued at foot of next column.)

OUR LONDON LETTER.

HOW THE COUNTRY IS DEALING WITH UNEMPLOYMENT.

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 22nd.

THE LEAGUE OF NATIONS.

There has been much fine writing in the papers on the proceedings of the League of Nations Assembly now in session at Geneva. Great satisfaction is expressed at the completion of the difficult task of electing judges to act as a permanent Court of Appeal at The Hague. This country is represented by Lord Finlay, and the other nations with representatives are Spain, Chili, Italy, Brazil, Cuba, Holland, America, Japan, France, Switzerland, and Norway. It will be observed that there is one important omission. No judge representing Chinese law has been chosen. On the other hand, South America succeeded in getting three judges—due, it is said, to especially clever and persistent wire-pulling.

But it appears to me that there is small use in having a Court of Arbitration in international affairs if it is not given a fair chance to function. The League is prepared to act, and has done so when requested; but whatever it has proposed has come to nothing. This is because one or other of the various nations failed to afford the necessary support. Months ago there was the case of Austria, which was thrown into the arms of the League, and a scheme for dealing with the country was promptly formulated, but it came to naught for the reason I have stated. Then, there is the tremendous problem of Russia, and here, again, national rivalry and distrust bar the way to effective action in the matter of relief of the famine sufferers, although Russia is by way of being a danger to European society.

Those who are in a position to know the whole of the facts roundly accuse the Supreme Council of inactivity; and it would appear that the charge is not altogether without foundation.

HISTORICAL ART TREASURES.

Owing to the death of Mr. Burdett-Coutts, M.P., the art collection accumulated through four generations of the family of Coutts is to be dispersed. The heir to the vast fortune, a nephew of the late owner and husband of the late Baroness Burdett-Coutts, has decided to sell everything in the family mansion, 1, Stratton Street, Piccadilly, which is a landmark in that famous thoroughfare. The art-critics and collectors are mildly excited already at the announcement, although the sale will not take place till some time next year. It is stated with good show of authority that this is the finest private collection of treasures in the United Kingdom.

The foundation of the collection may be traced to Thomas Coutts, the 18th century banker, who amassed wealth that created a sensation in his day, and who astonished his contemporaries by leaving his three married daughters out of his will, and bequeathing his vast fortune to his second wife, Harriet Mellon, the actress, who afterwards became the wife of the ninth Duke of St. Alban's. When this lady died in 1837 she left the whole of the Coutts fortune to Miss Angela Burdett, the youngest daughter of Thomas Coutts's youngest daughter, who had married Sir Francis Burdett. During her lifetime she collected with care and discrimination; and the old china in the house at Stratton Street is probably unequalled in any private collection.

PASSAGES TO THE EAST.

I hear in the City that passages to India and the Far East are in great demand, far exceeding the available accommodation. Passengers desiring to leave London this Autumn are finding difficulty in doing so unless they booked berths a long time in advance. At the shipping offices inquirers are told that

(Continued on next column.)

HONGKONG LEAGUE 1ST DIVISION.

SOUTH CHINA A.A. v. "CAIRO."

The following players will represent South China A.A. in this match to-day at 4.30 p.m.:—Lau Ying Cheung, Chan So and Fung Tai; Cheung Wing Shing, Leung Tai Fong and Leung Yik Tong; Lau Tak Chung, Wong Pak Chung, Au Kit Sang, Ip Kau and Chu Kwong Yeung.

2ND DIVISION.

SOUTH CHINA A.A. (B) v. U.A.C.

The South China A.A. team in this match on the S.C. ground to-day at 3 p.m. will be:—Wong Chuen Shun; Tam Fong and Kwok Sin Yan; Lam Yuk Ying, Tsao Kam Voon and Cheung Cheuk Nam; So Chung Ming, Chu Kwok Lun, Li Wai Tong, Tin Koon Sau and Tsang Tsoi.

UNITED v. SOUTH CHINA (B).

The following will represent the United in above 2nd Division League fixture, to-day at 2 p.m. on the United ground: J. Beach; Hopper and B. A. Hyder; D. Urquhart (capt.), J. Leonard and Oxtorio; Kent, W. Hyler, May, A. E. Simmons and J. Payne. Reserves: G. A. Hyder and C. H. Blake.

LAWN BOWLS.

OPEN CHAMPIONSHIP FINAL.

This match is to take place to-day at the Originator, O.C., at 2.45 p.m. Mr. C. B. Edwards, of the R.B.C., and Mr. J. Clark, of the Police Recreation Club, are the finalists. The presentation of the prizes will be made after the match.

they will have to wait for weeks or months, as the case may be, although a few lucky individuals are occasionally met with who joyfully proclaim they managed to secure a berth without much trouble. But this is due to luck owing to a passage being cancelled at the last moment, or to the kind offices of somebody in power. While the present state of things lasts there is obviously very little hope of a reduction in rates, which remain higher than anybody before the war could have thought remotely possible. THE FLOATING FAIR.

Speaking at the Shipping Exhibition, Earl Grey upset the cheery optimists who are announcing an early return of trade prosperity. He ventured the opinion that it will take two years to get back again to normal conditions. Still, this is at best a personal view, and you never can tell. The occasion was a luncheon in connection with the launching of the good ship *British Trade*, which is to sail the seas of the world laden with goods of British manufacture to show what we can do.

The promoters say they have two million pounds sterling behind them already, and they are so confident of themselves and their mission that the date of the departure of the ship has been fixed. It is August 21st, 1932. It seems a long way ahead, but the *British Trade* has yet to be built (a model was used for the launching above referred to) and in this one important circumstance the vessel that is to be a floating fair will be unique. She will be built for the special purpose of exhibition, and everything in her from the oil engines to the lock on a cabin-door will be an advertisement for British goods. I understand the charge to firms for exhibition space is to be from £1,450 to £1,650.

THE SAILING OF THE "QUEST."

Sir Ernest Shackleton and his party of adventurers had a great send-off on their long voyage to the Antarctic. The expedition appealed to the imagination of Londoners. All the way down the Thames from St. Katherine's Dock to Gravesend cheering crowds lined every point of vantage. The two Boy Scouts at the helms of the day, and every scout in the country. To sail into regions unknown is the ambition of every healthy British boy, and here were two Boy Scouts setting out much in the way the story books unfold. It is fairly safe to say that there has not been an adventure quite like this one planned by Sir Ernest Shackleton since Drake and his little band of Elizabethans put forth from Plymouth on board the *Golden Hind*.

UNEMPLOYMENT.

The problem of the unemployed continues to have first claim on public attention. The question how best to deal with the workless will undoubtedly absorb the attention of the Government and of local authorities for many months to come. There are some who affect to believe that the relief now claimed is merely a temporary expedient to keep the wolf off the parlor rug; but if I judge the situation aright the destitute out-of-work will be very much in evidence till the wheels of industry are going again as in normal times. The number of applicants for help out of public funds tends to grow rather than diminish. This week the returns show that 1,527,000 are unemployed, but I shall be surprised if a sharp upward curve is not soon a feature of the records as savings become exhausted, insurance benefits run out, and, also, owing to the continued apathy in trade.

Boards of Guardians are confronted with a most difficult problem; they have to decide upon the grant of immediate relief in regard to the more pressing cases of "distinction," to determine the precise amount that shall be disbursed per head, and settle whether assistance shall be given in cash or in kind, or partly in one form and partly in another. On the whole, they are dealing with their task in a spirit of human sympathy and fair-mindedness, honestly anxious to help the man thrown out of work through no personal fault, yet at the same time mindful of their responsibilities towards the larger public who have to foot the bill.

BLAMING THE GOVERNMENT.

There is a disposition to blame the Government cut and dried for the present emergency. But when did any Government march in advance of the occasion? Your politicians prefer to follow the line of least resistance, meet trouble when it comes and not before, and when the disagreeable situation arises muddle through somehow. Any way, this describes the present position of affairs as regards unemployment. Months ago the Cabinet proposed various expedients as a means of affording work if and when unemployment became acute and widespread. One of the much-advertised plans was the construction of several arterial roads out of London to meet the needs of motor traffic. But all these huge schemes were hung up. Now, with nearly a couple of million workers idle, a special Committee has been hastily appointed to suggest what can be done for them, but nobody imagines that a problem of such magnitude can be settled in a day or two by a group of men sitting round a table.

There is a certain grim irony in the fact that much of the present distress is directly due to the action of Labour. There have been a constant succession of strikes which sowed the wind of poverty, as it were, and now Labour is reaping the whirlwind. Trade Unionism has on semi-skilled workers is also responsible for much. To mention only one instance, there is the case of the building trade. The country wants houses, but no building is being done because the Unions in the building trade refuse to allow any men outside the sacred circle to mix mortar, even, or carry a hod. If the Unions in question acted reasonably 100,000 workless men could be employed forthwith.—H.B.

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ENGLAND

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"R" BRAND
PILSENER
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PER DOZEN PINTS
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The active man or woman will appreciate AERTEX Cellular Clothing, not only because of its scientific protection against chills and cold, damp mists or sweltering heat, but because of its wonderful FREEDOM it gives—FREEDOM of the pores and

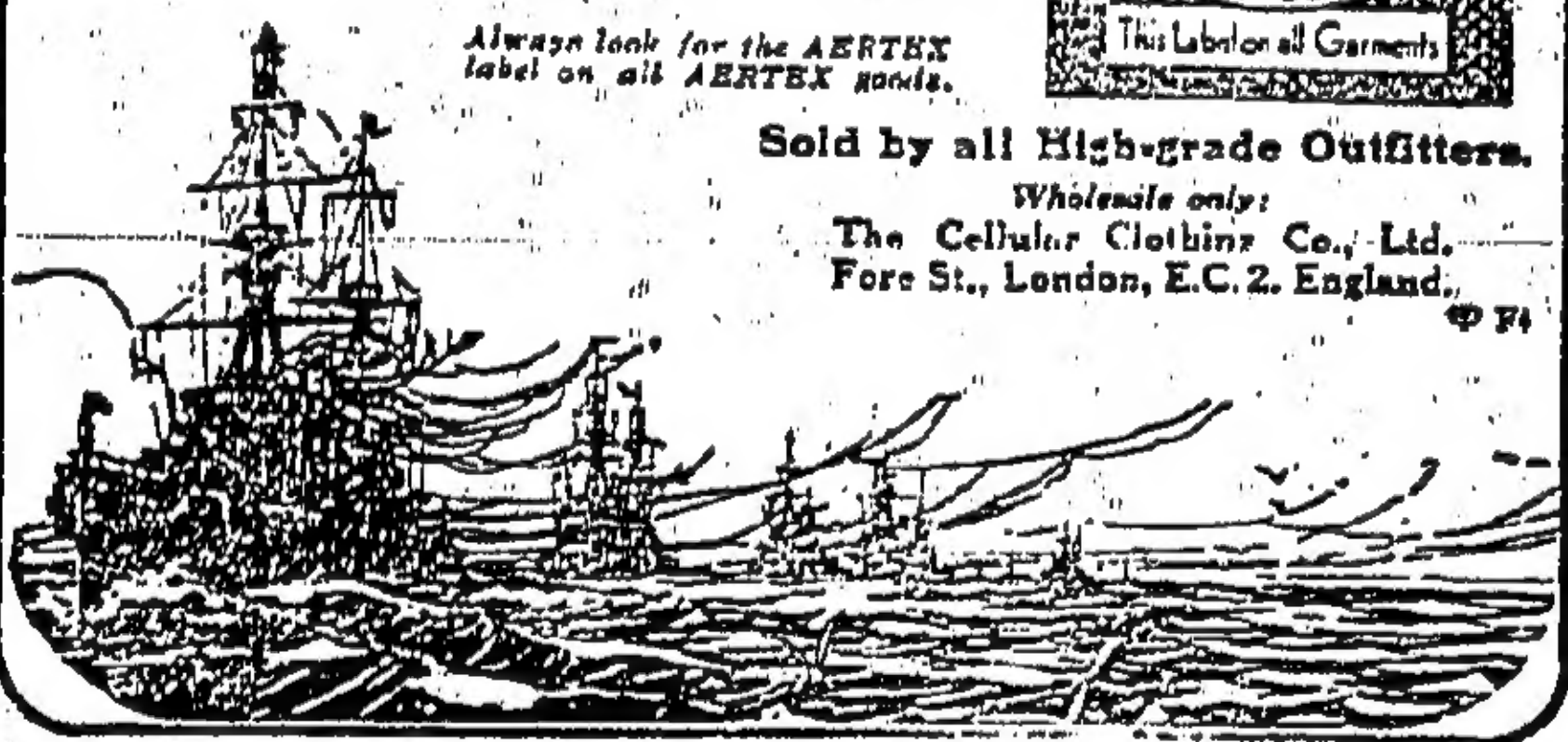
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Wholesale only:
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is, that the maturing of whisky by time and nature cannot be hurried. Only by years in bond can it acquire the mellowness for which

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Scotch Whisky Distillers, Glasgow, Scotland.



LIFE'S MISFITS.

TRAGEDY OF THE WRONG
CALLING.

[BY "THE TIMES" MEDICAL CORRESPONDENT.]

Every year a large number of boys and girls take up appointments in business or industry for which they are unfitted. They waste their own and their employer's time and finally are forced to begin again or fall by the way.

This disaster is preventable and efforts are now being made to prevent it. The National Institute of Industrial Psychology, a new body with a great future, is leading the way.

This body is voluntary. It exists to help employers of labour on the one hand, and employees on the other. These are, however, objects secondary to a wider aim—the alleviation of human suffering. For the industrial misfit, in a physical or a mental sense of that term, is always a sufferer, and, unhappily, the community suffers with him.

The study of the human mind and its processes has advanced greatly in recent years, and it is now possible to express fairly definite opinions about the mental equipment of young men and young women at the outset of their careers. These opinions amount to an estimate of capacity. They afford to those obtaining them the opportunity to know themselves.

This is a matter of great and lasting importance. There is no more tragic figure than the man who finds himself in an unsuitable or uncongenial calling, and who cannot change because of his responsibilities at the beginning, because he failed to know his own capabilities. Now he sees the way to success barred, and feels himself in a blind alley. Discontent and bad work are almost inevitable.

His employer suffers, because in this man's place he might have had a keen and eager worker with capabilities and ambition. That man exists no doubt—in some other trade, eating his heart out. An industrial "general post" is not possible; but the need for it can be reduced.

Many large firms are now seeking the advice of the new Institute. They are asking help in regard to hours of work, fatigue, lighting, and many other problems. The problem of the misfit, however, transcends these in magnitude. It affects all of us; it is national. For as was long ago said: "Happiness is a congenial occupation with a sense of progress."

A MOVING MOUNTAIN. STRANGE PHENOMENON IN UPPER AUSTRIA.

This summer is remarkable for an event in nature which may happen once in many centuries: the rare phenomenon of a "wandering mountain." In this case it is the Sandling, near Altschnee, a village in the beautiful lake district of Styria and Upper Austria, called Salzkammergut. The cause of the catastrophe has not yet been cleared up. Probably the inundations of last September softened the ground in many places, and the pressure of the rocks must have been so strong that halfway up to the summit of the Sandling (which is more than 5,000 feet high) the mountain began to "wander," i.e., to move. A perpendicular wall which reaches up to the top has been demolished by the sinking of the masses of earth, and a river of mud 300 feet wide is rolling down into the valley.

The Sandling was covered with Alpine huts, and the first inkling the owners had of the catastrophe was when the domestic animals became alarmed and began to tear at their chains as they do before a heavy storm. Rocks as high as houses slid downwards, and from the top ridges stones of the size of a man's head whistled through the air like shells. The shepherds had to leave all their belongings and flee. During the flight they experienced the strange feeling that at one moment they took a step too high, and in the next second a step too low, as if one missed a step going down or up stairs; the ground heaved and sank under their feet. One hut was thrown bodily into a cleft which had just opened; other huts were moved from place to place or were buried under crashing fir trees and debris. When the moving mountain will come to a standstill cannot be predicted. It is hoped that the winter will freeze the ground, and so put a stop to the peril.

AN AMUSING CONTROVERSY. THE SOAP KING AND THE ARTIST.

Art circles, says a London cable to Indian papers, are most amused over a reported disagreement between Lord Leverhulme, whose action in decapitating a portrait of himself by Augustus John recently aroused a controversy, and Sir William Orpen. According to the *Daily Chronicle's* Paris correspondent, Sir William Orpen has painted a presentation portrait of the Soap King in his Mayoral robes. Lord Leverhulme originally suggested a full length portrait standing but deferred to Sir William's advice that a finer effect would be obtained by a half length portrait sitting.

Lord Leverhulme contends that in the first instance he arranged to pay 3,000 guineas for a full length portrait and argues that 1,500 guineas is therefore payable for a half length. Sir William Orpen says the portrait uses as much paint and varnish whether the subject is standing or sitting, and intimated his willingness to accept the arbitration of Sir David Murray as suggested by Lord Leverhulme.

Generations of English people have been made to believe that their hopes in life stand or fall with the historical accuracy of the patriotic legends of a tribe of Bedouins—*Thus Ince*.



Economy.

Owing to the quality and concentration of its ingredients, **LEA & PERRINS' SAUCE** is very economical in use.

A few drops only are necessary to give a delicious and appetizing flavour to the plainest dish.

A far larger quantity of a cheaper sauce fails to give the same satisfaction.

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In bottles, never the real taste
on every bottle.

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ADOPT THE POPULAR AND BENEFICIAL "HARLENE HAIR-DRILL"

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If you are worried about the condition of your hair, if it is weak, impoverished, falling out, or affected with scurf, dryness, or over-grooming, do as millions of others (both men and women) have done and try "Harlene Hair-Drill"—the delightful toilet exercise and unfailing remedy for all hair-health defects.

A short course of Hair Drill will quickly convince you of the wonderful benefits to be derived from its daily practice, and the opportunity is freely offered to you in the unique Four-Fold Gift Outfit described below.

HERE IS THE 4-FOLD GIFT

1. A Bottle of "Harlene," the true liquid food and tonic for the hair.
2. A Packet of "Cremex" Shampoo Powder, which prepares the hair for "Hair-Drill."
3. A Bottle of "Uron" Brilliantine, which gives a final touch of beauty to the hair.
4. A copy of the new edition of the "Hair-Drill" Manual.

Write in the first place for one of the 1,000,000 "Harlene Hair-Drill" Outfits, and prove its efficacy for yourself free of personal expense. Send only 6 annas in stamps to cover cost of postage and packing.

MILLIONS PRACTISE "HAIR-DRILL."

Millions of men and women now practise "Harlene Hair-Drill" daily. They have tested and proved that this unique preparation, "Harlene," and its agreeable method of application, "Hair-Drill," is the surest way to overcome all hair-defects, and that it is also the easiest way to ensure the perfect growth of long, silky, beautiful hair in abundance, glossy and bright.

"HARLENE" MAKES ALL THE DIFFERENCE. In the course of a few days you will find every strand of your hair waking up to new vitality and new strength—you will find a

new sparkle and freshness revivifying the hair, and all the lost light and shade, as well as the delicate tints of the hair, which have been dulled down, will reawaken, and your hair will rapidly take on a new lease of life and beauty.

"HARLENE" FOR MEN ALSO.

Men, too, find that "Harlene" prevents



All classes of hair-defects are now regularly practising "Harlene Hair-Drill." Men in both our Navy and Army, abroad and at home, Nurses, Factory Workers—indeed, all classes are able to practise the "too-old at 30, 40, or 50" appearance. Everyone is today invited to accept the first gift offered in this announcement, simply send your name and address with the Coupon Form below and by return you will receive, without any charge or obligation, the complete "Harlene Hair-Drill" Outfit fully described in this announcement.

Scalp Irritation, Dryness, and a tendency to Baldness. It is no exaggeration to say that millions of men and women in all walks of life practise the refreshing and beneficial "Hair-Drill" daily, and so preserve hair-health and beauty.

When you have enjoyed your hair-bathing experiments you can obtain further supplies of "Harlene" and "Cremex" Shampoo Powders from all Bazaars and Drug Stores throughout India.

Any or all of the preparations will be sent on receipt of 6 annas extra for postage direct from Edwards' Harlene, Limited, 20, 22, 24, and 26, Lamb's Conduit Street, London, W.C.1, England. Carriage extra on foreign orders. Cheques and P.O.'s should be crossed.

FREE GIFT COUPON

Post to Edwards' Harlene Ltd., 20, 22, 24 and 26, Lamb's Conduit Street, London, W.C.1, England.

I enclose 6 annas in stamps for postage to any part of the world. (Foreign stamps acceptable.)

Write your full name and address clearly on a plain piece of paper, fill this coupon in, and post as directed above.

HONGKONG DAILY PRESS.

XMAS GIFTS

It is time now to send your Xmas presents home. If you want to do so, call at the undersigned and inspect their new stock of novelties. Everything they carry is suitable for this purpose.

XMAS SALE NOW ON

For Another 15 days only.

From 12th to 31st October, 1921.

EXCEPTIONAL BARGAINS

Get me now! Come early!! Don't miss the opportunity!!

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ALL NOURISHMENT ARROWROOT

Because

It is "of INESTIMABLE VALUE as a food for all."—Dr. Virchow, Berlin.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

The Steamship "PERSIA"
FROM TRIESTE, VENICE, COLOMBO
PENANG, SINGAPORE

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Goods will be forwarded unless notice to the contrary be given before 25th Oct. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st Oct. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 10th Nov., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st Oct., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.

Hongkong, October 28th, 1921. [1682]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer
"NYANZA"
Arrived Hongkong, on Oct. 28th, 1921.

FROM ANTWERP, LONDON, PORT SAID
ADEN, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Final bills on Cargo:—

From Persia Gulf to B.L.S.N. and B. & P.

S. N. Co.'s Steamers

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and THURSDAY.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, October 28th, 1921. [1687]

**VEREENIGDE NEDERLANDSCHE
SCHIEPVAART-MAATSCHAPPIJ**
(UNITED NETHERLANDS NAVIGATION CO.)
HOLLAND-OOST AZIE LIJN
(HOLLAND-EST ASIA LINES).

NOTICE TO CONSIGNEES

FROM AMSTERDAM, HAMBURG,
GENOA and LISBON.

THE Steamship "TOSARI"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 3rd Nov., 1921, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 2nd Nov., 1921, at 10 A.M., by Messrs. GODDARD & DOUGLAS.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAYA-CHINA-JAPAN LIJN,
General Agents.

Hongkong, October 27th, 1921. [1672]

DODWELL & CO., LIMITED.REGULAR SAILINGS TO NEW YORK & BOSTON;
for NEW YORK & BOSTON via Suez

s.s. "WRAY CASTLE" ... sailing about 10th Nov.

LLOYD TRIESTINO.TAKING CARGO ON-THROUGH BILLS OF LADING FOR LEVANT,
BLACK SEA & DANUBE PORTS.
FIDUCIA having been re-opened for traffic, cargo is also accepted for this port
on through Bills of Lading.FOR BRINDISI, VENICE & TRIESTE
via SINGAPORE, PENANG & COLOMBO.s.s. "PERSIA" ... sailing on or about 7th November.
s.s. "NIPPON" ... sailing beginning of December.**FOR SHANGHAI**s.s. "PERSIA" ... sailing on or about 25th October
s.s. "NIPPON" ... sailing on or about 20th November.
Passenger's Luggage can be insured at the Office of the Agents.**NATAL LINE OF STEAMERS.**

Sailing from Colombo to South African Ports:—

SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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Agents.**N. Y. K.****NIPPON YUSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai &
Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

SUWA MARU (Nagasaki direct)	Saturday	29th Oct.	at 11 a.m.
FUSHIMI MARU (Nagasaki direct)	Saturday	19th Nov.	at 11 a.m.
KATORI MARU (calling Manila)	Saturday	3rd Dec.	at 11 a.m.
KASHIMA MARU	Wednesday	28th Dec.	at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, Penang
Colombo, Suez and Port Said

ATSUTA MARU	Friday	11th Nov.	at 11 p.m.
SHIZUOKA MARU	Friday	25th Nov.	at 11 a.m.
HAKONE MARU	Friday	9th Dec.	at 11 a.m.
YOKOHAMA MARU	Friday	23rd Dec.	at 11 a.m.
YOSHINO MARU	Friday	6th Jan.	at 11 a.m.

HAMBURG, via LONDON & ROTTERDAM.

MATSUYE MARU ... Wednesday, 23rd November.

LIVERPOOL via MARSEILLES.

KAMAKURA MARU ... Wednesday, 7th Dec.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

AKI MARU	Tuesday	15th Nov.	at 11 a.m.
TANGO MARU	Tuesday	29th Dec.	at 11 a.m.
NIKKO MARU	Tuesday	17th Jan.	at 11 a.m.

NEW YORK, via PANAMA & CUBAN PORTS.

DELAGOA MARU ... Friday, 15th Nov.

NEW YORK via SUEZ.**BIO DE JANEIRO, SANTOS & BUENOS AIRES** via CAPE.

KAWACHI MARU ... Wednesday, 16th Nov.

BOMBAY via Singapore, Penang and Colombo.

WAKASA MARU ... Thursday, 3rd Nov.

GENOA MARU ... Friday, 18th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

TOTOMI MARU (omitting Penang) ... Saturday, 29th Oct. at Noon.

SANTUKI MARU ... Friday, 11th Nov.

NAGASAKI KOBE & YOKOHAMA.

TANGO MARU ... Friday, 18th Nov. at 11 p.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU ... Saturday, 25th Oct. at 11 a.m.

TEYUAMA MARU ... Thursday, 17th Nov.

YOKOHAMA MARU ... Sunday, 20th Nov. at 11 a.m.

LIMA MARU (calling Nagasaki, & Kobe) Sunday, 20th Nov.

For further information apply to— **NIPPON YUSEN KAISHA**

K. H. KAMEI, Manager. Telephone Nos. 297 & 293.

SCIENCE AND RELIGION.**FATHER BERNARD VAUGHAN ON
THE ETERNAL PROBLEMS.**

Father Bernard Vaughan, preaching before a crowded congregation at the Church of the Sacred Heart, Edinburgh, on September 11th, on the occasion of the visit of the British Association pointed out that science, philosophy, and religion were sisters born of God, each being charged with a definite mission, and so long as each minded its own business no quarrel could arise between them. He likened them to an underground surface and overhead railway all running on different planes, so that there could be no real fear of collision, each going slowly into the same terminus and assisting one another. They thus formed a triple alliance for the good of mankind. It was the business of science to deal with phenomena, to find out and present facts; it was the aim of philosophy to investigate causes; whilst it was the duty of religion to bring home to man his whence and his whither. When he asked science to tell him the origin of this planet she said it was once a ball of fire, tossed off a ball of fire larger still, and that as it gyrated round the bigger ball, rotating on its axis, it gradually cooled and settled into the likeness and form of this earth on which for the moment man lived. Philosophy said their was a first cause to account for the chain of events; and religion exclaimed, "I believe in God, Creator of heaven and earth." Passing to the consideration of initial life, Father Vaughan said science knew nothing about it; all she really knew was that once the temperature of this earth was too high for life, but that when it cooled down life appeared—whence science could not say. Philosophy, when asked what she could contribute to the problem, said she knew little about life in itself, and nothing about its origin except that some eternal Being endowed with self-existence must have stooped down on the inorganic world, and breathed into its substance the breath of life. So life began to make its appearance on this planet. Religion came in and told them that the Creator breathed into clay the breath of life, and man became a living soul. He also asked science to tell him when this earth was going to cease spinning on its axis, when man and life were going to cease. Science replied that it would gradually cool down and become too cold to support life. But what he wanted to know from science was, What was it that died? With tears they watched the long-drawn-out procession moving to the cemetery; but was it man's body only, or his soul also, that was laid to rest in the grave? Science replied that, as neither telescope, microscope, nor test-tube had yet discovered the human soul, she knew nothing about it; her province was to note phenomena, not to teach psychology. Philosophy declared there was something in man's nature which marked him off from the rest of creation; and religion, having heard the verdict of both about man's destiny, proclaimed her belief in the resurrection of the body and life everlasting. "I refuse," said Father Vaughan, "believe that man's final destiny is the dustbin, and not a standard where, steeped in life, light, and love, man, if found worthy, shall partake of the beatitude of God everlasting."

**THE STORMY PETRELS
OF INDIA.**

The two stormy petrels of India, the two Lieutenants of the Army of God—Shaukat and Mohammed Ali—are being prosecuted, and so for the time may end that remarkable triumvirate, of which the leading figure was the saintly Gandhi—a triumvirate seeking to mix fire and water in the shape of Mussulman and Hindu. What kind of men are these Ali?

Shaukat is the elder—"Shaukatoo," as his brother playfully calls him—and he has the added distinction of being the more unpopular and less important. They are sons of a wealthy "zamindar," or landowner, and are both big men. Shaukat, however, is of a particularly aggressive, loud-voiced blend, a typical tab-thumping orator who was for some while a sub-deputy in the opium department of the "Satanic" Government, retiring gracefully on a pension shortly before the war. Since then his chief occupation has been following in his brother's footsteps.

SUAVE AND POLISHED.

The brains lie with the younger, Mohammed, a suave and polished man of the world, who once felicitously observed to a friend that "to me religion and politics are one." He is forty-three years old, and was educated at Allahabad and Lincoln College, Oxford, whence he tried, without success, to enter the Indian Civil Service. He took a history B.A. instead, and returned to India in 1902.

For five years he, too, is understood to have served in a Government office, after which he became a prominent lecturer of the Moslem League. In 1911 he initiated in Calcutta the well-known weekly paper *Comrade*, which the following year was transplanted (with the capital of India) to Delhi. For a little while *Comrade* was a cleverly edited and merely amusing paper, but it soon developed, especially after the Turco-Italian and Balkan wars into a breeding-place for Moslem discontent, and two months after war began Mohammed had to forfeit about £130 for overstepping the boundaries of discretion.

During the war both brothers were interned, and their subsequent history, as the world knows, has been a recurring tale of agitation, embracing Mohammed's Khalifat delegation to Europe, in the course of which he was received by the Pope, crossed swords with Lloyd George, and generally enjoyed himself.

A REMARKABLE MOTHER.

Both brothers are incredibly vain, especially Mohammed, with his impeccable moustache, and his admission that if he could be said to have a temptation (Continued at foot of next column.)

Aticura

Is so soothing and cooling for baby's tender skin after a bath with Aticura Soap.

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CLEARANCE SALE

We are holding a CHEAP SALE to clear part of our stock for 14 days only from 20th OCTOBER. Comprising:—FURNITURE, IRON AND BRASS BEDSTEADS, BLANKETS, AND DOWN QUILTS, ETC. Must be sold to make room for new and complete stock. Reduction on above-mentioned goods of 20% cash on delivery.

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TOO OLD AT FORTY?

Some Hopeful Words for Middle-aged Workers!

From the beginning of the 20th century, up to 1914, we heard a great deal of being "too old at 40." When we reached that age, irrelevant youth called us "uncle," or "the old buffer," but for five years men of forty and over did some of the hardest work of the war.

Any man who follows sport will be able to provide the names of men of over forty years of age who are still first-class.

And the Women too! A great many of them are more interesting—more energetic—more able to do their daily tasks at forty and over than many of the girls.

We have not found any secret elixir of life. It is simply that experience has taught us that it is to our own advantage to keep fit, and more than half the battle is to keep our digestive organs in efficient working order. Are you likely to be too old at 40? Certainly not if you keep well and fit, and the best way to do that is to keep your digestive organs efficient by the regular use of Mother Seigel's Syrup! That is the family remedy which, for forty years, has been the people's family medicine for digestive troubles. When your stomach has lost tone and strength, or your liver has become a little sluggish, Mother Seigel's Syrup will quickly put you right.

The medicinal extracts of which, Mother Seigel's Syrup is made, act directly upon the organs of digestion, toning up the stomach in a remarkable manner and gently stimulating the action of the liver and bowels.

In this way Mother Seigel's Syrup enables your digestive organs to do their duty, efficiently and without strain, and thus you avoid pains after eating, headache, palpitation, dizziness, languor, biliousness and constipation.

You find a new appetite and relish for food, and gain from the food you eat the fullest possible measure of strength and energy.

Throughout the Union it would be difficult to find a place of any size where Mother Seigel's Syrup is not known and appreciated. There are few homes where Mother Seigel's Syrup has not been successfully used to banish digestive troubles and restore fitness.

If you are not up to the mark because your stomach and liver have lost tone and strength, or you are feeling "too old at 40," Mother Seigel's Syrup will help you to shake off that feeling by restoring your health and vigour. Buy a bottle, and put it to the test to-day! If you prefer you can obtain Mother Seigel's Syrup in Tablet form R. 301.

INDO-CHINA**STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS, SUBJECT TO ALTERATION

HAIPHONG via HOIHOW	LOKSANG	Tues.	1st Nov.	9 a.m.
BANGKOK via SWATOW	"HINSING"	Wed.	2nd Nov.	D'light.
SANDAKAN	"HINSING"	Thurs.	3rd Nov.	Noon.
STRAITS & CALCUTTA	"FOOKSANG"	Thurs.	3rd Nov.	3 p.m.
KOBE via SHANGHAI & MOJI	"KUMSANG"	Wed.	9th Nov.	D'light
SHANGHAI via SWATOW	"CHOYSANG"	Thurs.	3rd Nov.	D'light
SHANGHAI & TSINGTAU via SWATOW	"HOPSAW"	Fri.	4th Nov.	Noon.
MANILA	"YUENGSAW"	Fri.	4th Nov.	3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Data.

TIENHSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about Thursday, 3rd Nov., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET, TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.
OUTWARDS.

Vessel	Due Hongkong
M.V. "GLENGYLE"	10th Nov.

Vessel	Leaves Hongkong	Discharges
S.S. "CARNARVONSHIRE"	7th Nov.	LONDON, ROTTERDAM & HAMBURG.
S.S. "GLENIFFER"	23rd Nov.	GENOA, LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., AGENTS.**

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(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

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Vice-President: Mr. K. MATSUOKA.

Managing Director: Mr. MAMATA ABE

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CHARTERS of all descriptions.

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Eleven steamers of 9,100 tons each deadweight.

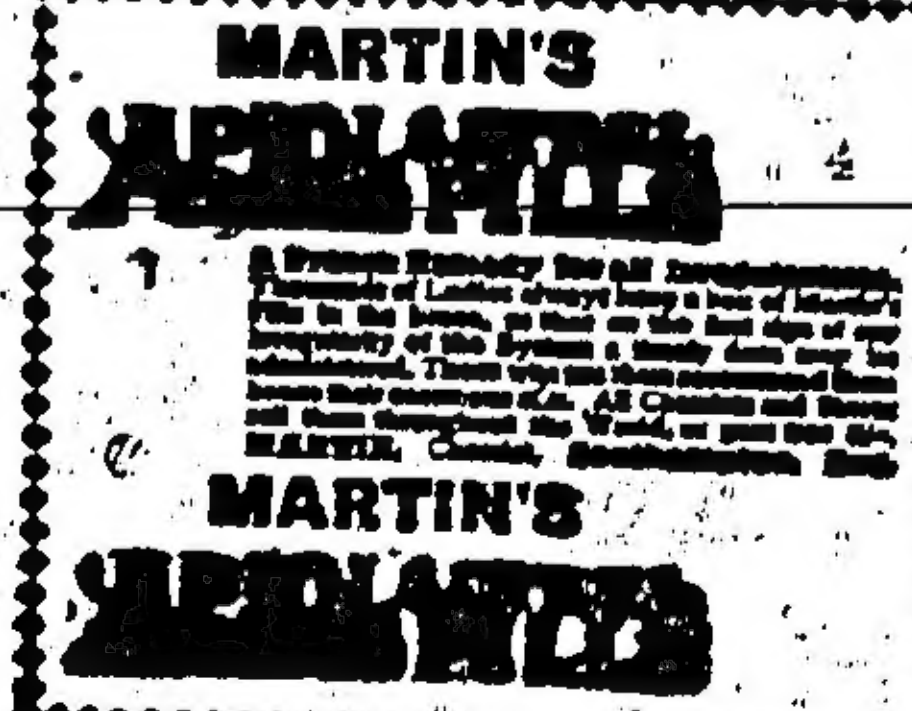
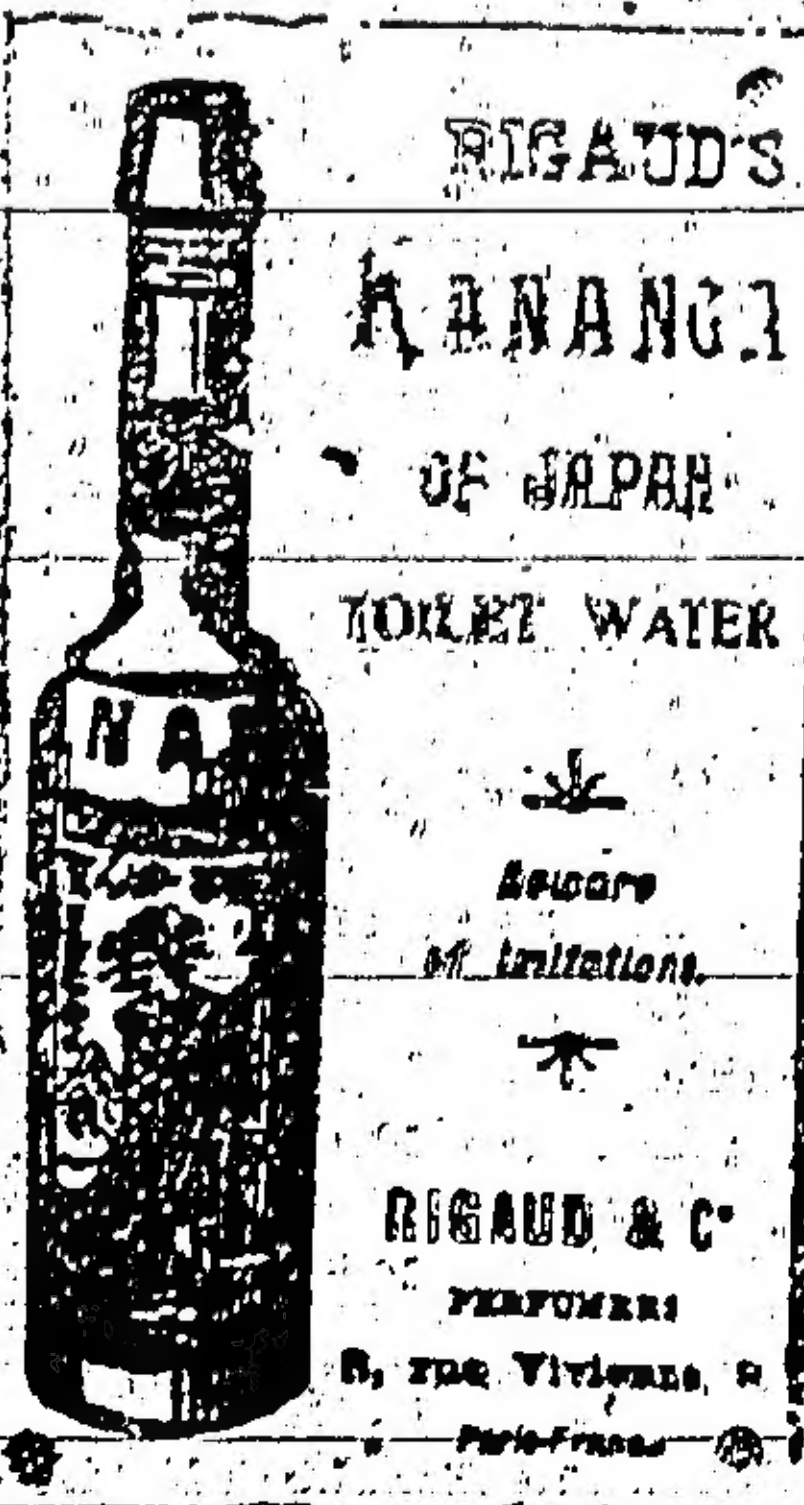
And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 2, Bays Road.



SHIPPING NEWS

ARRIVALS.

October 28th.

Haiman, British str., 641 tons, Capt. C. E. Page, from Haiphong and Hoihow, with a general cargo.—Po Shun S.S. Co.

Zinang, British str., 1,895 tons, Capt. Capt. A. D. Kellum, from Sandakan, with a general cargo.—J.M. & Co.

Ishimaru Maru, Japanese str., 1,953 tons, Capt. T. Maniwa, from Milke, with coal.—Mitsui Bussan Kaisha.

Kago Maru, Japanese str., 3,608 tons, from Singapore, with a general cargo.—N.Y.K.

Wangshah, Chinese str., 1,536 tons, Capt. Charles Stewart, from Shanghai, with a general cargo.—C.M.S.N. Co.

Wak, British str., 3,135 tons, Capt. Henry Kingsley, from Java and Singapore, with a general cargo.—China Mail S.S. Co.

Spardina, British str., 4,106 tons, Capt. F. G. Cadiz, D.S.C., from Yokohama and Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.

Simferopol, Russian str., 1,493 tons, Capt. A. Steinberg, from Canton, in ballast.—Russian Volunteer Fleet.

Saba Maru, Japanese str., 1,006 tons, Capt. K. Fukue, from Canton, with a general cargo.—O.S.K.

Sanyang, British str., 1,943 tons, Capt. W. Shone, from Shanghai and Swatow, with a general cargo.—B. & S.

Tsushin Maru, Japanese str., 1,006 tons, Capt. J. Hishima, from Chingwang-tao, with coal.—Dodwell & Co.

Tsuzuma, Chinese str., 402 tons, Capt. Leung Kit Sang, from K. C. Wan and Maemo, with a general cargo.—Yun Fat.

Totogi Maru, Japanese str., 2,004 tons, Capt. J. Fukumura, from Moji, with a general cargo.—N.Y.K.

Washing, British str., 1,173 tons, Capt. J. W. Pettigrew, from Canton, with a general cargo.—J.M. & Co.

West Isis, American str., 3,331 tons, Capt. E. M. Storwick, from Seattle and Shanghai, with a general cargo.—Struthers and Dixon.

CLEARANCES.

October 28th.

Amakusa Maru, for Swatow.

Haitong, for Swatow.

Haitong, for Saigon.

Kunming, for Canton.

Luangtung, for Manila.

Sardini, for Singapore.

Shantung, for Shanghai.

Shanghai, for K. C. Wan.

Saba Maru, for Swatow.

Sanyang, for Canton.

Sun Maru, for Nagasaki.

Tsuzuma, for K. C. Wan.

Tsushin Maru, for Shanghai.

Totogi Maru, for Singapore.

Washing, for Swatow.

PASSENGERS.

ARRIVALS.

Per China Mail S.S. Co. for Singapore, on October 28th:—For Hongkong: Mr. Noah Brandt, Mrs. Martha Campbell, Master Dudley Campbell, Mr. Percy Howard, Mr. Stanley King, Mr. Herbert J. May, Mrs. Vera Phillips, Miss Anna V. Roomers, Mrs. G. D. Schoonmaker, Mr. Eric Grant Smith, Mrs. Sarah Wheeler, Miss Mary B. Wheeler. For Shanghai: Miss Florence Forbes, Gertrude Lassen, Mr. Messar-Sky and Mr. Johann H. Swart.

SHIPPING MOVEMENTS.

The R.M.S. **Empress of Asia** arrived at Nagasaki on October 27th at 1 p.m., left here at 10 p.m., and was due at Shanghai yesterday, at 9 p.m. She leaves Shanghai to-day, at 6 p.m. for Manila.

VESSELS EXPECTED.

Arratoon Apar (B.I.), due November 7th.

Benlowers (Ben Line), due November 1st.

Bowes Castle (Dodwell-Castle Line), due end of November.

China (China Mail), due October 30th.

Empress of Asia, due November 3rd, at 8 a.m.

Empress of Japan, due November 14th.

Katuna (Ellerman Line), due October 30th.

Kleist (N.Y.K.), due November 27th.

Lahore (P. & O.), due November 7th.

Mender (Blue Funnel), due October 29th, p.m.

Nellere (P. & O.), due November 22nd.

Nile (China Mail), due October 28th.

Proteridius (Blue Funnel line), due October 28th.

Prism (Blue Funnel line), due Nov. 3rd.

Siberia Maru (T.K.K.), due Nov. 5th.

Somali (P. & O.), due November 7th.

Seijo Maru (T.K.K.), due October 28th.

Tenyo Maru (N.Y.K.), due November 16th.

Wray Castle (Dodwell-Castle Line), due November 8th.

Yokohama Maru (N.Y.K.), due November 19th.

CHURCH SERVICES.

St. John's Cathedral, Hongkong, 30th October, 1931, 23rd Sunday after Trinity, Holy Communion (7.50 a.m.) Matins (11 a.m.) Responses, Ferial; Venite, No. 2; Norris; Psalms, 110, 135; Te Deum, 1st Setting; Benedictus, No. 14; Jacob; 1st Setting; Sanctus, No. 14; Hymns, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Union Church, (Kennedy Road), Sunday Services, October 30th. Morning Service at 11 a.m. Hymns 318, 10, 775, 135, 568. Evening Service at 6 p.m. Hymns 316, 235, 537, 520, 600. Subject: "What is your Conception of Heaven?" Second address. Preacher at both Services: Rev. J. Kirk Macdonald.

First Church of Christ Scientist, MacDonnell Road. Sunday, 11.15 a.m. Wednesday, 5.45 p.m.

WEATHER REPORT.

October 28th, at 11.15.—Pressure has decreased moderately over central Japan, and slightly in other districts. The anticyclone over China has weakened slightly and the depression to the north of the Bonins is moving N.E. Fresh monsoon will continue along the S.E. coast of China, and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 26.80 inches, against an average of 30.28 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District. Forecast. Hongkong to Gap Rock. N.E. winds, fresh; fine.

Formosa Channel. N.E. winds, strong.

South coast of China between the same as Hongkong and Lamock. No. 1.

South coast of China between the same as Hongkong and Hainan. No. 1.

HONGKONG TIDE TABLE.

From 29th Oct. to 4th Nov., 1931.

HIGH WATER.				LOW WATER.			
Days of Week or	Days of Month.	H'kong Standard Time.	Height.	H'kong Standard Time.	Height.		
		<small>h. m.</small>	<small>ft. in.</small>	<small>h. m.</small>	<small>ft. in.</small>		
Satur	29	8 12	6 5	1 57	2 3		
		8 14	7 0	2 3	2 2		
Sun.	30	9 5	6 3	2 43	2 2		
		8 45	7 5	2 37	2 2		
Mon.	31	9 58	6 1	3 25	1 1		
		9 17	7 6	3 10	1 1		
Tues	1	10 46	6 8	4 7	1 3		
		9 49	7 7	3 42	1 2		
Wed.	2	11 37	5 6	4 50	1 2		
		10 20	7 7	4 12	1 3		
Thur	3	10 58	5 1	5 35	1 3		
		10 50	7 6	4 42	1 3		
Fri.	4	11 23	4 9	6 22	1 1		
		11 20	7 3	5 12	1 2		

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Pacific Steamer	From Hongkong	Due Vancouver
Monteagle	Oct. 30	Nov. 23
Empress of Asia	Nov. 10	Nov. 23
Empress of Japan	Nov. 23	Dec. 16
Empress of Russia	Dec. 6	Dec. 26
Empress of Asia	Jan. 5	Jan. 23
Monteagle	Jan. 17	Feb. 11
Empress of Japan	Feb. 8	Mar. 1
Empress of Russia	Feb. 23	Mar. 18

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AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

HONGKONG TO SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" Nov. 6th

S.S. "NANKING" Dec. 12th

HONGKONG TO SINGAPORE

S.S. "NANKING" Nov. 23rd

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING, Telephone, Passenger Dept. No. 1934

ICE HOUSE STREET, Tel. Freight Dept. & Agent. No. 2161.

NEW SERVICE TO JAVA.

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to BRISA
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH
& CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE
FAR EAST/UNITED KINGDOM & CONTINENT."CITY OF PERIN" ... 29th Oct. ... Marseilles, London, Rotterdam & Hamburg
"CITY OF DELHI" ... 15th Nov. ... London, Rotterdam, Hamburg & Glasgow
"CITY OF GLASGOW" ... 30th Nov. ... London, Rotterdam & Hamburg

HOMEWARD PASSENGER SERVICE

"CITY OF MANCHESTER" ... 29th Feb. ... London
"CITY OF SIMLA" ... Middle March ... London
Subject to change without notice.

For particulars of freight and passage rates apply to—

or REISS & Co., CANTON.

THE BANK LINE, LTD.,
General Agents.

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Joint Service of the

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OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.
ANDAMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF ADELAIDE" ... via Suez Canal ... 1st Nov.
"RYDEUS" ... via Suez Canal ... 15th Nov.
"KANSAS" ... via Suez Canal ... 28th Nov.
"KATUNA" ... via Suez Canal ... 10th Dec.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI	"COMMANDANT DORISE" (cargo-boat)	On or about 1st Nov.
SHANGHAI, KURE & YOKOHAMA	"AMAZONE" ... 11,000	On or about 11th Nov.
MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PEN-ANG, COLOMBO, DIBOUTI, SUZUKI & PORT SAID	"CORDILLERE" ... 11,000 "ANDRE LEON" ... 12,000	On or about 20th Oct. On or about 6th Nov.

* Omis, Haiphong and Penang.

For full particulars regarding sailings, etc., apply to—

R. HODENFUER, Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 7 to 10 Days)

HAIKONG ... Capt. W. Cooper ... SATURDAY, Oct. 29th, at 5 P.M.
HAIKONG ... Capt. W. O. Pasmore ... TUESDAY, Nov. 1st, at 5 P.M.
HAIKONG ... Capt. E. Walker ... FRIDAY, Nov. 4th, at 5 P.M.

* Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIR & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	6,800	29th Oct. 11 a.m.	Marseilles, London & Antwerp
"KARMA"	8,000	13th Nov.	Marseilles, London & Antwerp
"NYANZA"	7,000	26th Nov.	Marseilles, London & Antwerp
"LAHORE"	5,200	29th Nov.	Singapore, Colombo & Bombay
"SOMALI"	6,700	10th Dec.	Marseilles, London & Antwerp
"DYNTERA"	5,200	20th Dec.	Singapore, Colombo & Bombay
"NELLORE"	7,000	24th Dec.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (North)

"TORILLA" ... 3,200 ... 2nd Nov. ... Calcutta via Straits

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,800	14th Nov.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	12th Dec.	

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"LAHORE"	5,200	7th Nov.	Shanghai and Kobe.
"SOMALI"	6,700	9th Nov.	Shanghai and Japan.
"ARRATON APCAR"	4,500	9th Nov.	Shanghai and Yokohama.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 18th January, 1912, taking passengers and cargo for MARSEILLES and LONDON sailing at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For further information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO., Agents.

12, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN—via SINGAPORE. (PASSENGER SERVICE)

"MEXICO MARU" ... Sunday, 18th Nov.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"MALAY MARU" ... Friday, 4th Nov.

"SAIGON MARU" ... Tuesday, 8th Nov.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER service.

"BURHO MARU" ... Thursday, 2nd Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand via Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Japan—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"MANILA MARU" ... Friday, 4th Nov.

"AFRICA MARU" ... Wednesday, 23rd Nov.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"SHUNKO MARU" ... Monday, 14th Nov.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Kobe & Yokohama via Shanghai

"ARGON MARU" ... Monday, 28th Nov.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Saturday, 29th Oct.

"IYO MARU" ... Wednesday, 2nd Nov.

TAKAO via SWATOW & AMOY

"BOHEU MARU" ... Thursday, 17th Oct.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. Nos. 144 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

"TAIYUAN" ... 31st Oct. ... 4th Nov. 5 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Radio Phone in the Saloon. A daily qualified Doctor is on board. Refreshing Food. Cargo booked through to all Australian, New Zealand & Transvaal Ports.

For 1st & 2nd and passage apply to— BUTTERFIELD & SWIRE Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To	On	At
SHANGHAI & TSINGTAO	"SHANSHI"	On 29th Oct.	4 p.m.	
HONGKONG & HONGKONG	"KAI FONG"	On 30th Oct.	10 a.m.	
SWATOW & SINGAPORE	"CHIN HUA"	On 30th Oct.	10 a.m.	
SWATOW, AMOY, SWATOW & S'PORE	"LINAN"	On 30th Oct.	4 p.m.	
SWATOW & BANGKOK	"HUI HO HO"	On 30th Oct.	4 p.m.	
SWATOW & SINGAPORE	"KUNG CHOW"	On 1st Nov.	10 a.m.	
SWATOW & SINGAPORE	"SU YONG"	On 1st Nov.	Noon	
SHANGHAI	"LIANG CHOW"	On 2nd Nov.	10 a.m.	
SHANGHAI	"SINKIANG"	On 3rd Nov.	Noon	
SHANGHAI & TSINGTAO	"TAMING"	On 3rd Nov.	4 p.m.	
SHANGHAI & TSINGTAO	"CHENAN"	On 5th Nov.	4 p.m.	

Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via 4-star.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

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PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE

From Hongkong Arrive Seattle

FREIGHT & PASSENGER SERVICE.

"WENATCHEE" ... To MANILA ... Nov. 8th.

"WENATCHEE" ... sailed Nov. 19th ... arrived Dec. 9th.

S.S. "COAXET" ... FOR PORTLAND DIRECT ... Oct. 28th.

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "MONTAGUE" ... Nov. 11th.

S.S. "ABERCOSS" ... Dec. 7th.

Through Bills of Lading issued to Oregon (Common points). Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478. 5th Floor, Union Building.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.
REGULAR SERVICE

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

S.S. "LAKE FARRAR" ... Sailing Nov. 11th.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "GLYMONT" ... Sailing Nov. 15th.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Union Building, Telephone 2477 & 2478.

PASSENGER OFFICE, QUEEN'S BUILDING, 2, LEE BOON ST.

SERVICE to UNITED STATES
For NEW YORK and/or BOSTON via Panama.

S.S. "WEST IVIS" (via Panama) ... Second half of Nov.

For freight space and particulars apply to—

BARBER STEAMSHIP

LINES, INC.

THE ADMIRAL LINE

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by Fast freight steamers

For BOSTON and/or NEW YORK

S.S. "MOOSIEH PRINCE" ... (via Suez) Dec.

For Freight and full particulars apply to—

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Telephone 1125. Telegrams (Transvaal).

St. George's Building.

(1261)

